

# ROLEX SYDNEY HOBART YACHT RACE 2014



## SAILING INSTRUCTIONS

Sydney, Australia

26 December 2014



CRUISING YACHT CLUB OF AUSTRALIA

*Home of the Rolex Sydney Hobart Yacht Race*



**ROLEX SYDNEY HOBART YACHT RACE**  
**SAILING INSTRUCTIONS**

# **ROLEX SYDNEY HOBART YACHT RACE 2014**

## **SAILING INSTRUCTIONS** **ALL TIMES AEDT (UTC + 11)**

**Conducted by Cruising Yacht Club of Australia**

**Cover Photo: Photo courtesy of Rolex / Daniel Forster**

# ROLEX SYDNEY HOBART YACHT RACE

## SAILING INSTRUCTIONS

## AMENDMENTS TO THE SAILING INSTRUCTIONS

For the use of competitors. Please list any amendments issued by the Race Committee here for easy reference.

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# Rolex Sydney Hobart Yacht Race 2014

## Sailing Instructions

### 1. RULES

#### 1.1 General

The race will be governed by the current versions of:

- the *rules*, as defined in the Racing Rules of Sailing 2013-2016 (“**RRS**”) of the International Sailing Federation;
- the IRC 2014 Rules Parts 1, 2 and 3;
- the ORC Rules and Regulations 2014;
- the International Measurement System (“**IMS**”) Rules and Regulations 2014;
- the rules and regulations of each One Design Class for which there is an eligible boat entered in the race.
- the prescriptions and Special Regulations of Yachting Australia (“**Special Regulations**”); and
- the Notice of Race (“**NoR**”),

except as any of these are modified by these Sailing Instructions (“**SI**”).

#### 1.2 International Regulations

Whilst a boat in the Cruising Division is operating under its engine the relevant parts of the International Regulations for Preventing Collisions at Sea will replace the rules of RRS, Part 2 in their application to that boat.

#### 1.3 CYCA Pointscores

For the purposes of the CYCA’s Blue Water Pointscore, Tasman Performance Pointscore, Cape Byron Series, and Line Honours Series unless otherwise stated in these SIs, these SIs replace the CYCA’s club sailing instructions applicable to the race.

#### 1.4 Organising Authority

The Organising Authority is the Cruising Yacht Club of Australia (CYCA).

### 2. BRIEFINGS

#### 2.1 Compulsory Race Briefing

Race briefings will be held on 24 December 2014:

- at 0900 hours and 1100 hours at the Cruising Yacht Club of Australia, located on New Beach Road, Darling Point, New South Wales;
- at 1630 hours at Sandringham Yacht Club located on Jetty Rd, Sandringham, Victoria; and
- at 1800 hours at The Royal Yacht Club of Tasmania (“**RYCT**”), located on Marieville Esplanade, Sandy Bay, Tasmania.

#### 2.2 Compulsory Weather Briefing

The weather briefing will be held at 0830 hours on 26 December 2014 at the CYCA.

#### 2.3 Attendance requirements

Details of the attendance requirements are listed in NoR 10. Boats failing to comply with these requirements will not be eligible to start and will be scored DNC.

Boats intending to attend a Sydney race briefing and whose boat race name starts with A to K are required to attend the briefing at 0900 hours unless otherwise approved by the CYCA Sailing Office.

Boats intending to attend a Sydney race briefing and whose boat race name starts with L to Z are required to attend the briefing at 1100 hours unless otherwise approved by the CYCA Sailing Office.

### 3. OFFICIAL NOTICE BOARDS

**SYDNEY:** Ground floor, CYCA Clubhouse.

**HOBART:** Ground floor, RYCT Clubhouse. Duplicate notices may be posted at the RYCT Liaison Centre at Constitution Dock

**4. RACE COMMITTEE**

The Race Committee comprises:  
CDRE Tim Cox AM RANR (Chairman),  
David Jordan, Sam Hughes, Ross  
Mannering, Perry Foster, Kim Newstead,  
Ian Smith and Graeme Dineen.

**5. INTERNATIONAL JURY**

The Organising Authority has appointed  
an International Jury in accordance with  
RRS Appendix N.

The members of the International Jury  
are John Rountree IJ (NZL) (Chairman),  
Tony Mooney NJ (AUS), Noel Allen IJ  
(AUS), Lars Nyqvist IJ (FIN), Bevan  
Woolley (NZ).

**6. TIME OF START**

1300 hours on 26 December 2014.

The Warning Signal will be displayed at  
1250 hours.

**7. RESPONSIBILITY**

**7.1 Responsibility**

All those taking part in the race do so at  
their own risk and responsibility. The  
Organising Authority, Rolex SA and their  
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 the Rolex Sydney  
Hobart Yacht Race 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 hers alone"**

**7.2 International Convention for the  
Safety of Life at Sea**

It is accepted as the normal practice of  
seamen, indeed there is an obligation  
upon masters, 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 regulation V/10 of the  
International Convention for the Safety of  
Life at Sea, 1974 (SOLAS 1974).

**7.3 International Aeronautical and  
Maritime Search and Rescue Manual  
Vol. III**

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

The Immediate Action required by  
IAMSAR VIII 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 to the boat in distress:
  - (i) Identity
  - (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;
- (f) Relay Distress Message to coastal  
station and rescue coordination  
control and update as necessary.

**8. INSPECTION AND INFORMATION**

**8.1** Boats shall be made available for spot  
inspections by the Race Committee or its  
nominee at any time prior to 1100 hours  
on 2 January 2015.

**8.2** Personal information is obtained about  
crew members in the crew list. That  
information is obtained for use in search  
and rescue situations and for media  
purposes. The information will be given  
to search and rescue authorities and  
organisations, the Water Police, Marine  
Rescue Units 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.

## **9. SAIL INVENTORY**

### **9.1 Spare mainsail**

A boat is permitted to carry on board a spare mainsail which may be used only as a bona fide replacement for a mainsail that is damaged in the race, and not for the purpose of improved performance (such as for varying weather conditions or points of sailing). A boat that uses that replacement mainsail shall lodge a declaration declaring the reason for its use in accordance with SI 27.1 and may be required to make the damaged mainsail available for inspection by the Race Committee (amends IRC Rule 21.1.5(e) and ORC Rule 206.1). See also SI 35.2

### **9.2 Chartered boats**

A chartered boat may carry national letters or sail numbers in contravention of its class rules (refer RRS Appendix G, Rule G3).

## **10. HANDICAP CATEGORIES AND DIVISIONS**

The race will be conducted in IRC, ORCi PHS and Corinthian Handicap Categories, such as One Design classes as are selected by the Organising Authority under NoR 7 and the Cruising Division.

The composition and allocation of boats into Divisions in a Handicap Category will be determined by the Race Committee and shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)).

## **11. SCORING**

### **11.1 IRC Handicap Categories**

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.

### **11.2 PHS Handicap Categories**

Results will be decided by the application of Time Correction Factors (TCFs) as a multiplier of elapsed times.

A boat's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)). The Race Committee may amend the TCF of a boat after the Race Briefing, at any time prior to the Warning Signal, where the Race Committee becomes aware of any changes to the boat that may affect its performance.

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

### **11.3 ORCi Handicap Category(s)**

Results will be decided by the application of the Time-on-Time Simplified Scoring Option, using the ToT Offshore rating 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.

### **11.4 One Design Handicap Category(s)**

Results will be decided based on elapsed times only. No handicap will be applied.

The boat with the lowest elapsed time (after application of scoring penalties, if any) will be scored first.

### **11.5 Cruising Division**

Prior to 0900 hours on 26 December 2014 a boat in the Cruising Division may nominate predicted dates and times at which it will first pass through each of 36°S, 38°S, 40°S and 42°S during the race, and its finish time.

A boat will receive 20 points for first passing through the specified latitude or finishing on or within 1 hour of its nominated date and time, 10 points for doing so 1 hour or more and within 2

hours of its nominated date and time and 5 points for doing so 2 hours or more and within 4 hours of its nominated date and time.

A boat will also be awarded 20 points if it uses its engine for propulsion for less than 2 hours after starting, 10 points if it uses its engine for propulsion for 2 hours or more but less than 4 hours after starting, and 5 points if it uses its engine for propulsion for 4 hours or more but less than 10 hours after starting.

The Race Committee shall determine the times for each boat for the purposes of this SI 11.5. Its determinations shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)).

The boat with the highest number of points (after application of scoring penalties, if any) will be scored first.

## **11.6 Corinthian Division**

Results will be calculated by the application of PHS 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 will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

## **12. MEDIA RIGHTS AND RESTRICTIONS**

### **12.1 Conditions of entry**

Any breach of the conditions in NoR 15, including of any permission granted under NoR 15, may be subject to a report under RRS 60.2(c) requesting action under RRS 69.1(a).

**12.2** Skippers and crew members of boats may speak to, and provide material to, accredited members of any media prior to, during and after the race, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to:

- any comments and material supplied not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the International Jury, Measurers or Rolex SA;
- the Organising Authority receiving from the accredited media concerned an undertaking on terms satisfactory to the Organising Authority;
- copies of that material (such as video or film tapes of any interviews and video footage obtained on (whether or not transmitted from) boats) being provided to the Organising Authority together with a perpetual licence to use and exhibit the material for any purpose, by 7 January 2015, unless otherwise agreed by the Organising Authority.

The approval in this SI 12.2 may be revoked by the Race Committee at any time with respect to any boat or any accredited media.

SI 49.2 shall apply with necessary modifications to a broadcast under this SI 12.2.

### **12.3 Additional persons**

With the prior approval of the Race Committee, a boat may carry additional persons on board from the Preparatory Signal until three hours after the Starting Signal, for media purposes. Such person shall not participate in the sailing of the boat. Such action will not form the basis of a protest or constitute grounds for redress (amends RRS 47.2 and 62.1).

### **13. RESULTS**

Provisional and final results will be displayed on the official notice boards and at Constitution Dock as soon as practicable following computation.

During the race progressive positions may be published by the Race Committee and on the event website (<http://www.rolexsydneyhobart.com>). 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(a)).

### **14. TROPHIES**

Trophies and prizes will be awarded as appropriate to the number of Handicap Categories and Divisions.

The line honours trophy will be presented to the line honours boat on arrival at Constitution Dock in Hobart.

The overall winner, second and third overall and divisional winners will be announced at a dockside presentation after boats arrive. Details will be provided to boats in Hobart.

The formal presentation of trophies and prizes will take place at 1100 hours on 1 January 2015 at The Royal Yacht Club of Tasmania.

### **15. DESIGNATED AREAS**

(refer Appendix 2)

An area to the South of the southern starting line will be allocated exclusively to competing boats for approximately two hours before the start.

### **16. FLAGS AND DECALS ON BOATS**

#### **16.1 Backstay flag**

A special Rolex Backstay Flag, provided to each boat at or prior to the race briefing, shall be flown at a height of 2 metres from the working deck on the backstay or port/starboard mizzen shroud of each boat from the time the boat approaches the manoeuvring area until the boat finishes the race.

#### **16.2 Battle flag**

The Rolex Battle Flag, provided to each boat at or prior to the race briefing, shall be flown from 0700 hours on 26 December 2014 until 1200 hours on 1 January 2015, except whilst the boat is racing.

#### **16.3 Other flags**

Except for RRS 44.3 or 61.1 and National Flags, Club Flags, Start Line Flags or Race Flags, NO OTHER FLAG shall be displayed by a boat after the Warning Signal until the boat finishes.

#### **16.4 Bow decals**

Bow decals supplied by the Organising Authority shall be displayed by each boat as supplied and in the manner required by the Organising Authority from 0700 hours on 26 December 2014 until 1200 hours on 1 January 2015.

### **17. REPORTING AT START**

**17.1** Boats intending to start shall report to the race officials on the Race Committee vessel (a boat displaying a white flag with black 'CYCA' lettering at the western end of the centre start line). The boat shall have its trisail and storm jib set until acknowledged by race officials.

The boat shall hail its sail number and the number of persons on board until acknowledged by race officials aboard the committee vessel.

**17.2** A boat that is delayed may start within the start time limit (refer SI 18.4 and 26.1). The committee vessel will remain on station on the start line until all boats have started or the starting time limit has expired, whichever occurs first.

**17.3** The radio relay vessel "JBW" will be available for radio checks on 26 December 2014 between 1130 hours and 1230 hours on race frequency 6516kHz.

## **18. STARTING LINE**

**18.1** There will be three starting lines, designated 'northern' (Line 1) 'centre' (Line 2) and 'southern' (Line 3). Boats shall start on the starting line allocated to them by the Race Committee. The allocation of boats to start lines shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)). Start line allocations will be placed on the Official Notice Board prior to 0900 hours on 24 December 2014.

The southern (3) starting line will be in the vicinity of Shark Island and runs approximately NW to SE.

The centre (2) starting line will be in the vicinity of Steele Point, approximately 0.2nm to the NE of the southern (3) line and runs approximately NW to SE.

The northern (1) starting line will be approximately parallel to and approximately 0.2nm to the NE of the centre (2) start line.

Each starting line will be between the mast of the respective Race Committee signal vessel (a boat displaying a white flag with black 'CYCA' lettering, anchored at the eastern end of that starting line) and a large Rolex buoy marking the western limit of that starting line.

**18.2** At the eastern end of each starting line a starting limit mark (a Rolex buoy) will be moored in the vicinity of, but not necessarily on, the starting line. When starting, boats shall leave the starting limit mark to starboard.

**18.3** The "I Flag Rule" (RRS 30.1) will apply from the one minute signal. When any part of a boat's hull, crew or equipment is on the course side of its starting line or its extensions during the 1 minute before the starting signal, the boat shall return to the pre-start side of its starting line around either the eastern starting limit mark or the western starting limit mark, and start (amends RRS 30.1).

**18.4** For the purposes of SI 17.2, the eastern end of the starting line will be the starting limit mark described in SI 18.2.

**18.5** For boats starting on the southern (3) starting line, the northern (1) and centre (2) starting lines have no significance and does not form part of the course.

For boats starting on the centre (2) starting line, the northern (1) starting line has no significance and does not form part of the course.

It is recommended that in the period between the preparatory signal and the starting signal:

- boats allocated to the northern (1) starting line do not proceed any further South than the centre (2) starting line and its extensions;
- boats allocated to the centre (2) starting line do not proceed any further North than the centre (2) starting line and its extensions or any further south than the southern (3) starting line and its extensions; and
- boats allocated to the southern (3) starting line do not proceed any further North than the southern (3) starting line and its extensions.

## **19. START SIGNALS**

**19.1** Visual signals will be made from the respective committee vessel as described in SI 18.1. Sound signals may be made from the respective committee vessel or by a cannon situated on a VIP Vessel situated to the North of the northern (1) start line.

**19.2** The start signals will be as per RRS 26 (as amended) with five minute intervals, with the inclusion of a one-minute signal. The Class Flag will be International Code Flag "W" (amends RRS 26).

**19.3 Warning Signal:** Ten minutes before the start of the race the Class Flag will be displayed and a sound signal will be made (amends RRS 26).

**19.4 Preparatory Signal:** Five minutes before the start of the race International Code Flag "P" will be displayed and a sound signal will be made (amends RRS 26).

**19.5 One Minute Signal:** One minute before the start of the race International Code Flag "I" will be displayed and a sound signal will be made from the respective race committee vessel (amends RRS 26).

**19.6 Starting Signal:** At the start time the Warning, Preparatory and One Minute Signals will be lowered and a sound signal will be made (amends RRS 26).

## **20. RECALLS**

**20.1** Individual recalls will be signalled in accordance with RRS 29.1 from the relevant race committee signal vessel on each starting line. A sound signal may be made (amends RRS 29.1).

**20.2** A boat subject to recall will pass on the course side of and around either of its starting limit marks and start. (In accordance with RRS 30.1)

**20.3** A boat subject to recall may be identified by the Principal Race Officer on VHF 72, TRANSMITTED APPROXIMATELY FIVE MINUTES AFTER THE START SIGNAL.

**20.4** THERE WILL BE NO GENERAL RECALL.

## **21. MARKS - PORT JACKSON AND APPROACHES**

### **21.1 Spectator Craft Areas**

The designated spectator areas defined by yellow one metre high marks and shown in Appendix 2 shall rank as an obstruction. The obstruction shall be defined by a straight line between adjacent marks and boats shall not cross this line. All such marks on the western boundary of the course shall be passed by all boats to port and all such marks on the eastern boundary of the course shall be passed by all boats to starboard.

**21.2** There will be four turning marks, two at Sydney Heads, Mark X and Mark V, and two seaward marks, Mark Z and Mark Y. Mark X will be a yellow Rolex buoy positioned approximately 0.2 nautical miles bearing 014° True from South Head. Its approximate position will be 33°49.8'S 151°16.9'E. Mark V will be a yellow Rolex buoy positioned approximately 0.2nm bearing 000° True from Mark X.

Mark Z will be a yellow Rolex buoy positioned approximately 1.0 nautical mile bearing 118° True from Mark X and 128 ° True from Mark V. Its approximate position will be 33°50.3'S 151°17.95'E.

Mark Y will be a white Rolex buoy positioned approximately 0.2nm south of Mark Z.

**21.3** Mark vessels may be stationed in the vicinity of Marks X,V,Z and Y.

**21.4** A boat touching a starting mark, or Mark X (if it is assigned the southern or centre starting lines) or Mark V (if it is assigned the northern starting line) at Sydney Heads, or a course boundary as defined in SI 21.1, shall carry out its penalty at the first opportunity after rounding Mark X or Mark V and before the relevant seamark (Mark Z/Mark Y) (amends RRS 44.2).

## **22. COURSE**

**22.1** For boats that are assigned the northern starting line:

Start - to Mark V (s) - to Mark Z (s) and thence as per SI 22.4.

**22.2** For boats that are assigned the centre starting line:

Start - to Mark X (s) - to Mark Z (s) and thence as per SI 22.4.

**22.3** For boats that are assigned the southern starting line:

Start - to Mark X (s) - to Mark Y (s) and thence as per SI 22.5.

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**22.4** For boats that are assigned the northern and centre starting lines, from Mark Z:

- to Tasman Island (s), 43°15'S 148°00'E
- to Iron Pot (s), 43°03'.3 S 147°25'E
- to John Garrow Shoal Light (p), 42°54.8'S 147°22'E (approximate position)
- to the Finish Line, approximate position 42°53.20'S 147°20.50'E (refer SI 24).

(all positions approximate)

[(p) and (s) denote mark to be left on port or starboard hand.]

**22.5** For boats that are assigned the southern starting line, from Mark Y:

- to Tasman Island (s), 43°15'S 148°00'E
- to Iron Pot (s), 43°03'.3 S 147°25'E
- to John Garrow Shoal Light (p), 42°54.8'S 147°22'E (approximate position)
- to the Finish Line, approximate position 42°53.20'S 147°20.50'E (refer SI 24).

(all positions approximate)

[(p) and (s) denote mark to be left on port or starboard hand.]

**23. LENGTH OF COURSE**

Approximately 628 nautical miles.

**24. FINISH LINE**

(See Charts AUS 171 and 172)

**24.1** The finish line will be in the Derwent River, between the flag mast on the finishing box on Battery Point and a Rolex buoy. The buoy may be fitted with a low power strobe light at night. The buoy will bear approximately 055° true, approximately 300 metres from the finishing box.

When a large yellow inner distance mark is positioned on or near the finish line, boats are required to leave the inner distance mark to port.

**24.2** Boats finishing at night are required to illuminate their sail number on the port side and shall report in accordance with SI 47.4 to the Finishing Box.

**24.3** Finishing notes:

Note 1: After finishing, boats shall heave-to and await the arrival of an escort vessel. Boats to be berthed in Constitution Dock shall have an anchor ready and shall observe the instructions of the escort vessel.

Note 2: All competitors are required to follow any instruction from the TAS Ports Chief Operations Officer.

Note 3: The Melbourne to Hobart Race fleet will be using the same finishing line.

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

**25.1** A boat not in the Cruising Division after starting may use its engine 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 being undertaken wholly on board.

**25.2** For the purpose of SI 25.1, 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

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accepted by the boat or the crew other than as provided in RRS 41.

**25.3** A boat complying with RRS 1.1 – rendering assistance (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.

**25.4** For the purpose of this SI 25 a boat's elapsed time shall continue to accrue, except that the time taken under SI 25.3 may be included for the purposes of RRS 62.

**26. TIME LIMITS**

**26.1** A boat shall not start later than four hours after the Starting Signal.

**26.2** There shall be no finish time limit for boats in the IRC, ORCI, PHS and OD divisions.

**26.3** The time limit for boats in the Cruising Division shall be 1000 hours on 2 January 2014.

**26.4** After 1000 hours on 2 January 2015 the finishing box may not be manned. A boat finishing after this time shall record its own finishing time and lodge a Declaration, in accordance with SI 27.2 unless its finish is acknowledged by a sound signal from the finishing box.

**27. DECLARATIONS** (Amends RRS 63.1)

**27.1** All boats shall lodge a declaration on the prescribed form at the RYCT Liaison Centre at Constitution Dock or RYCT Club House within six hours of their finish time, confirming their compliance or non-compliance with the SI's and the RRS.

**27.2** The following circumstances shall be noted:

- (a) an infringement occurs, however minor, of any rule, regulation, sailing instruction or radio instruction; or

- (b) the boat has taken the benefit of Temporary Discontinuance from Racing in SI 25; or

- (c) the boat has taken a One Turn or Two Turns Penalty; or

- (d) the boat acknowledges a Scoring Penalty in accordance with RRS 44.3; or

- (e) the boat records its own finish time under SI 26.4; or

- (f) the boat uses a bona fide replacement for a damaged mainsail under SI 9.1; or

- (g) the boat fails to report in at a HF position sked;

- (h) compliance with the SI's and RRS.

**27.3** A boat in the Cruising Division may lodge a Cruising Division Declaration in the prescribed form within six hours of the finishing time of the boat. A boat that fails to do so will be scored zero points.

**28. RULE INFRINGEMENTS**

(Amends RRS 44, 63.1 and 64).

**28.1** The International Jury may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule or sailing instruction, in accordance with SI 29.

**29. ALTERNATIVES PENALTIES**

(Amends RRS 44, 63.1 and 64)

**29.1 BEFORE CLEARING TURNING MARKS Z AND Y.**

- (a) For an infringement of Part 2 of the RRS that occurs after the Preparatory Signal and prior to the boat clearing the relevant seamark (Mark Z/ Mark Y), the Two Turns Penalty under RRS 44.2 shall apply.

- (b) A boat which is found after a protest hearing to have infringed a rule of Part 2 of the RRS after the Preparatory Signal and prior to the boat clearing the relevant seamark

(Mark Z/ Mark Y), shall receive a time penalty of not less than 5 minutes added to the boat's elapsed time.

- (c) A boat that is a premature starter and fails to return and start shall receive a scoring penalty of 30%.
- (d) A boat that complies with SI 29.1(a) shall, in addition to completing the Declaration as required under SI 27, notify "JBW" when reporting its position at the first scheduled Radio Position Report (1905 hours on 26 December 2014).

**29.2 AFTER CLEARING TURNING MARK Z.**

- (a) After a boat has cleared the relevant seamark (Mark Z/ Mark Y), the Scoring Penalties of RRS 44.3 shall apply for an infringement of Part 2 of the RRS or these SIs.
- (b) A boat which is found after a protest hearing to have infringed Part 2 of the RRS after clearing the relevant seamark (Mark Z/ Mark Y) shall receive as a minimum a scoring penalty of 30%.
- (c) A boat which fails to meet the requirements of SI 27 (Declarations) shall receive a scoring penalty of 20%.

**29.3** Where a penalty is not specified the International Jury may at their discretion impose a scoring penalty up to 40% in lieu of disqualification.

**29.4** All penalties, unless otherwise specified, shall be computed as a percentage of the number of entries to the nearest whole number (rounding .5 upwards) in each Handicap Category or Division.

**30. APPLICATION OF PENALTIES**  
(Amends RRS 44.3 (c))

- 30.1** A boat infringing in more than one incident shall receive a separate penalty for each infringement.
- 30.2** Placings will be awarded after the imposition of penalties or granting of redress.

**30.3** The imposition of penalties will affect the placings of other boats, which shall be advanced to fill all preceding places vacated by penalised boats, subject to tied, elapsed or line honours results. If two or more boats share the same placing after the application of penalties, the boat(s) with the least or no penalty shall be placed above the boat(s) with the greatest penalty.

**30.4** The Race Committee may impose a penalty on a boat without a hearing in respect of any rule infringements disclosed by the boat in its Declaration, except that the boat shall be entitled to a hearing when it satisfies the International Jury that an error may have been made (amends RRS 63.1).

**30.5** A boat which is an entrant in the CYCA Blue Water Pointscore, Tasman Performance Pointscore, Cape Byron Series and the Line Honours Series shall be scored points in accordance with CYCA's club sailing instructions for that pointscore only.

**31. NUMBER OF ENTRIES**

For the calculation of penalties and results, the number of entries in each Handicap Category and Division shall be in accordance with the List of Entries as posted on the Official Notice Board at the time of the Race Briefing.

**32. PROTESTS AND REQUESTS FOR REDRESS** (Amends RRS 61 and 62).

**32.1** Protests shall be in accordance with RRS 61.

**32.2** Protests concerning eligibility of a boat shall be delivered at the CYCA Sailing Office within two hours of the conclusion of the Sydney Race Briefing.

**32.3** Protests or requests for redress arising from the Race shall be delivered at the RYCT Clubhouse office or RYCT Liaison Centre at Constitution Dock within six hours of the finishing time of the protesting boat. If the office is closed at the expiry of that time, the protest or request for redress shall be delivered by 1100 hours on the following morning.

**32.4** The Race Committee will, within one hour of receipt of a protest, post the time and place of hearing and a copy of the protest form on the Official Notice Board at RYCT. This shall be compliance with and notification to the parties under RRS 63.2.

**32.5** The International Jury shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).

**32.6** The RYCT Clubhouse office hours will be 0800 to 1800 hours on each day.

**32.7** There is no time limit for protests by the Race Committee or the International Jury. No other protests may be delivered after 1700 hours on 1 January 2015, (if a boat is still racing at that time they shall notify Hobart Race Control of their intent to protest) except when seeking redress. In that event, the time limit will be three hours after the protesting boat finishes. The International Jury may not extend the time for delivery of a protest (Amends RRS 61.3)

### **33. PYROTECHNICS STORAGE**

Immediately each boat is berthed in Hobart all of the pyrotechnic devices (flares, rockets, etc) shall be stowed and securely locked in a container (fixed or portable), the key to which will be held in the custody of the skipper for the duration of the boat's stay.

**(THIS IS A TASMANIAN PORTS CORPORATION REGULATION)**

### **34. APPENDED MAP**

The sketch map in Appendix 2 is for the assistance of competitors and the position of any object shown thereon is approximate.

## **35 OTHER CHANGES TO CLASS RULES AND RRS**

### **35.1 Changes to IRC Rules**

- IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
- IRC Rule 11.2.8 & 21.6.1: In accordance with a prescription by Yachting Australia, a boat in the IRC Handicap Category may carry one more spinnaker than shown on her current IRC certificate without an increase of rating.
- IRC Rule 22.4.: The maximum total weight of crew in kilograms that may sail aboard a boat shall not exceed the crew number printed on the boat's IRC certificate multiplied by 85.

### **35.2 Changes to ORC Rules**

Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and a boat also entered in the IRC division may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under IRC Rule 21.6.1.

### **35.3 Changes to RRS**

- RRS 41: Whilst racing a boat may retrieve data from the standings pages of the event website or from [http://www.rolexsydneyhobart.com/standings\\_lite.asp](http://www.rolexsydneyhobart.com/standings_lite.asp) and or retrieve data from the text-based feeds provided at <http://yb.tl/links/rolexs2h2014> even if those pages are not publicly available. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive meteorological or hydrographical information, however a boat may obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost. Amends RRS 41(c).

**Rolex Sydney Hobart Yacht Race 2014**  
**Sailing Instructions**

- RRS 42: A boat in the Cruising Division may as and from two hours after its starting signal use its engine for propulsion. That use must cease prior to the boat finishing. Engine hours and miles covered under engine must be logged.
- RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.
- 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.

Sails may be stowed on the cockpit floor in accordance with RRS 51 subject to compliance with the following conditions;  
Proper stowage includes suitable strong point lashing points capable of securely holding sails weighing 350KG. Sails are at all times to be stowed on both sides of the cockpit floor and not moved from side to side to effect trim or stability.  
Stowage as noted above is not a breach of RRS 51 and shall not be subject to protest.

- RRS 52: RRS 52 does not apply to:
  - the adjustment and operation of sails or the adjustment of movable appendages on any boat; or
  - any boat in the Cruising Division.
- RRS 55: is changed by adding the following sentence to the rule:  
'However, discarding elastic or wool bands when setting a sail is permitted.
- RRS 61.3: There is no time limit on protests by the Race Committee or the International Jury. No other protests may be delivered after 1700

hours on 1 January 2015, except when seeking redress.

In that event, the time limit will be three hours after the protesting boat finishes. The International Jury may not extend the time for delivery of a protest.

- RRS 78.2: Valid rating/class certificates shall be produced by the required time specified in the NoR.

**36. CHANGE OF SAILING INSTRUCTIONS**

Changes to SIs, if any, shall be made in accordance with RRS 90.2(c), and changes will be posted not later than four hours prior to the starting signal.

**37. ADVERTISING**

A boat shall comply with the Advertising requirements of the NoR 11 when racing.

All boats shall carry and operate a tracking unit supplied by the Organising Authority, as contemplated by NoR 11.2.

**38. OTHER CONDITIONS**

The terms and conditions set out in the NoR, not specifically referred to in these SIs, that impose commitments on the Race Committee and obligations on a boat of continuing effect during the race are taken to be incorporated in these SIs.

## RADIO INSTRUCTIONS

### 39. RADIO RELAY VESSEL

**39.1** The motor vessel "JBW" will be the Radio Relay Vessel. "JBW" will conduct radio skeds for position reports and listening schedules. If required, Hobart Race Control will conduct the sked. Hobart Race Control is based at Tascoast Radio at The Royal Yacht Club of Tasmania.

**39.2** References in these radio instructions to "JBW" include Hobart Race Control when conducting Radio Skeds and in the case of a radio failure or other similar scenario with "JBW". See also SI 47.2.

**39.3** "JBW" will assist boats in distress by relaying traffic to the appropriate authorities. "JBW" is not intended to tow, ferry crew, or relay private messages or telegrams, except when deemed necessary and under RRS 1.1. Rendering Assistance.

**39.4** Boats are reminded of their obligations under Chapter 10 Distress, Urgency and Safety Communications using Radiotelephony, of the Marine Radio Operators Handbook.

**39.5** The Tasmanian Police Vessel PV 'Van Dieman' may be stationed on the North Tasmanian Coast and, if so, will monitor VHF channel 16.

### 40. RADIO TRANSMISSIONS

**40.1** The race frequencies for all traffic, except recalls (SI 20), will be 4483 kHz and 6516 kHz.

"JBW" will maintain a continuous listening watch on the following frequencies throughout the race:

- 0700 – 1900 hours on 6516 kHz
- 1900 – 0700 hours on 4483
- VHF Channel 16.

**40.2** For unscheduled race traffic, boats should call "JBW" on 6516 kHz or 4483 kHz as appropriate.

**40.3** Hobart Race Control will maintain a continuous listening watch on 6516 kHz

and 4483 kHz and VHF Channels 16, 21 and 81.

**40.4** All boats shall maintain a continuous listening watch on VHF Channel 16 for the duration of their race.

**40.5** All boats shall report wind strength and wave heights to "JBW" when wind strength exceeds 40 knots, unless otherwise instructed by "JBW".

**40.6** Should a boat experience HF radio difficulties, every effort shall be made to contact either the Race Chairman (0408 461 029), Hobart Race Control (03 6224 5393 or 03 6224 5392) or another boat on VHF Channel 16 to report the boat's position.

**40.7** All boats shall report their positions in accordance with SI 41. **Failure to comply on HF radio without reasonable cause will result in the imposition of a penalty as below at the discretion of the race committee having regard to the circumstances** (amends RRS 60.2)

Position Report on HF missed	Penalty Imposed
1	20 minutes added to elapsed time
2	40 minutes added to elapsed time
3	80 minutes added to elapsed time
And each additional	And each additional

i.e a boat that misses 4 skeds on HF radio without reasonable cause during the race may receive a time penalty of 300 minutes added to the boats elapsed time.

**40.8 A boat that fails to report her position at three consecutive skeds by any means will be scored DNF without a hearing (amends RRS 63.1).**

**40.9** All radio messages received, transmitted, or attempted to be transmitted shall be entered in the boats log, or in a separate radio log.

**41. POSITION REPORT SCHEDULES**

**41.1** Daily position reports will be conducted as follows:-

- 1905 hours on 26 December 2014 on 4483kHz
- 0005 on 27 December 2014 and on each subsequent day on 4483kHz
- 0735 and 1705 hours on each subsequent day on 6516kHz

and at other times as may be advised by "JBW". The weather may be issued at this time. Boats are advised that, at the discretion of the Race Committee, the listening schedule may be upgraded to full position reporting. The minimum notice for this upgrade will be as set out in SI 42.

**41.2** The position report routine will be as follows:

- (a) "JBW" will commence transmission on 6516/4483kHz (as appropriate) two minutes prior to the sked time with a long tuning call and contact Hobart Race Control. All boats shall tune their radios during this period and not during the schedule.
- (b) Each boat when called shall make a position report on 6516/4483kHz (as appropriate) as follows: its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 1900 on 26 December 2014 and at 0000, 0730, and 1700 as appropriate, on subsequent days (not at the time of reporting).  
Wind speed and wave height are only to be reported if so directed by "JBW". If the position is copied, the

boat name and its position will be repeated and the next boat called without a break in transmission.

- (c) If "JBW" does not repeat the position, or if the repeated position is incorrect, boats affected shall stand by.
- (d) At the completion of the Radio Sked "JBW" will call for relay of any missed reports. Boats with outstanding position reports will then be called by "JBW", followed by calls from those boats which have had their position incorrectly recorded. "JBW" may also call for outstanding position reports on 4483 kHz.
- (e) Boats that fail to call "JBW" at a position report schedule will be called by "JBW" at the next occurring position report schedule or listening schedule and will be required to give a position report. (Refer SI 42)

**41.3 RETIRED BOATS WILL BE CALLED BY "JBW" DURING THE SCHEDULES AND SHALL COMPLY WITH SI 48.**

**41.4** The Race Committee may at a position report schedule or a listening schedule require a boat on which a tracking unit referred to in NoR 11.2 fails or ceases to operate to establish a separate position reporting schedule with the Radio Relay Vessel on 6516 kHz. These reports are to be made at 10 minutes past each hour (other than 0010, 1210 and 1710) (or such longer period or at such different time as the Race Committee determines) until the Radio Relay Vessel advises otherwise, and are to be of the position of the boat as at that time. A direction by the Race Committee under this SI 41.4 will apply to the boat to which it is directed whether or not the transmission is received and shall have immediate effect.

## **42. LISTENING SCHEDULE**

**42.1** Listening schedules will be conducted on 6516 kHz at 1205 each day from 27 December 2014 until 2 January 2015. Boats that have not reported in at the previous position report schedule will be called to make a position report. Weather reports may also be read during this listening schedule.

**42.2** Boats may be called randomly to give a position report at the listening schedule. Boats failing to comply may be subject to a report to the International Jury under RRS 60.2(c) requesting action under RRS 69.1(a).

**42.3** Boats are advised that, at the discretion of the Race Committee, a listening schedule may be upgraded to full position reporting. The minimum notice for this upgrade will be at the preceding position report schedule.

## **43. SEVERE WEATHER FORECASTS**

**43.1** Requests for and receipt of information regarding severe weather shall not be classed as an infringement of RRS 41.

**43.2** The weather is obtainable from the sources in Appendix 3 and may not be repeated at the position reporting schedule.

## **44. MANDATORY REPORTING FROM GREEN CAPE (37° 15' SOUTH)**

**44.1** On approaching 37° 15' South a boat shall assess whether:

- (a) its HF Radio is operational;
- (b) the required number of liferafts are on board;
- (c) its engine and batteries are operational;
- (d) the boat and its crew are in a satisfactory condition to continue; and
- (e) the skipper has comprehensively considered the most current weather forecasts and considers that the boat and crew are fully prepared for the conditions forecast.

**44.2** When in the vicinity of 37° 15' South, but not later than Gabo Island (37° 34' South), if a boat is able to meet all the requirements of SI 44.1, the boat shall call "JBW" on the Race Frequency and make the following report:

"JBW", this is [BOAT NAME]. We are in the vicinity of 37° 15' South at [HOURS-MINUTES]. The skipper declares that we comply with the requirements of SI 44.1 and elects to continue racing".

A boat that is unable to contact "JBW" may attempt to contact Hobart Race Control to fulfil the requirements of this SI.

**A boat which has not been recorded and acknowledged by either "JBW" or Hobart Race Control as having complied with SI 44.2 shall be recorded DNF without a hearing (amends RRS 63.1).**

**44.3** A boat that knowingly makes a false report under this Sailing Instruction may be subject to a report to the International Jury under RRS 60.2 (c) requesting action under RRS 69.1(a).

## **45. INITIAL SEARCH PROCEDURES**

**45.1** "JBW" will initiate the following procedures in the case of a boat failing to respond for two successive skeds (one of which could be a position report called for at a listening schedule).

**45.2** The routine will be as follows:

- (a) "JBW" will advise the fleet at the schedule and request all boats to maintain a listening watch on 6516 kHz and VHF 16, followed by 4483 kHz as directed by "JBW".
- (b) The boat will be called by name first on 6516 kHz and VHF 16, followed by 4483 kHz.
- (c) Boats to relay to "JBW" if necessary.
- (d) If there is no response from the called boat, "JBW" will ask the called boat to ignite a WHITE hand held flare.

- (e) The fleet shall maintain a 360° visual watch and report any sighting of flares.

**45.3** A boat that:

- (a) is unable to transmit on either its HF or VHF radio for:
  - (i) a position report schedule (refer SI 41); and
  - (ii) the succeeding position report schedule or listening schedule (refer SI 41 and SI 42);

**or**

- (b) does not for any reason:
  - (i) receive a repeat of its position by "JBW"; or
  - (ii) receive a confirmation that its position has been given to "JBW" by a relaying boat,

at two consecutive skeds (one of which could be a position report called for at a listening schedule) at which the boat should give its position, shall at the commencement time of the next occurring position report, or listening schedule ignite a white flare. Boats failing to comply may be subject to a report to the International Jury under RRS 60.2(c) requesting action under RRS 69.1(a).

**46. DISTRESS FLARES**

Flares required by Yachting Australia regulations have recognised and recommended applications as follows:-

- (a) Parachute Distress Rockets (Red). Internationally recognised distress signal, best at night but can be used in daylight. Rocket ejects a red flare at about 300 metres altitude. This burns for about 40 seconds as it descends under a small parachute. In daylight a white smoke trace can also be seen.
- (b) Red hand-held flares. Also intended for night use but can be used during the day. Red flares are used to raise

an alarm and to accurately pin-point a position. They should be used only when potential rescue is at hand.

- (c) White hand-held flares. Intended for night use. White flares are used to raise an alarm and to accurately pin-point a position. They should be used only when potential rescue is at hand. Also refer SI 45.2.
- (d) Orange hand-held smoke signals. Similar comments apply as to red flares (above) but they are for daytime use only. Orange flares emit a billowing cloud of orange smoke which would be wasted at night but can be seen 4 km away in daylight.

**47. ADDITIONAL REPORTS FROM TASMAN ISLAND**

- 47.1** The RYCT operating through VIT 319 (Hobart Race Control) will maintain a continuous listening watch on 6516 kHz and 4483 kHz and on VHF 81 and VHF 21 (both are repeater stations) from the start until the conclusion of the race.
- 47.2** When Tasman Island bears 000° True each boat shall call "HOBART RACE CONTROL" on 6516 kHz or VHF 81 and advise its rounding time and ETA at the finish (40.3 nautical miles).
- 47.3** At the entrance to the Derwent River, each boat shall call "HOBART RACE CONTROL" on either of the above frequencies, and advise an updated ETA at the finish (11 nautical miles).
- 47.4** FINISHING REPORT – Boats shall report to "Hobart Finish Line" on VHF 81 immediately after clearing the line to report the flying of a protest flag (if applicable) at this time.
- 47.5** Boats shall continue to comply with the instructions for position reporting until they have cleared the finishing line. It is imperative that boats continue to give their latitude and longitude rather than merely broadcasting "in the river".
- 47.6** Calls to "HOBART RACE CONTROL" under SI 47 shall not be made during the position report.

**47.7 Hobart Race Control (RYCT) operating through VIT 319 will take over Radio Schedules once the Radio Relay Vessel has docked on 30 December 2014.**

**48. BOATS RETIRING FROM THE RACE**

**48.1** A boat retiring from the race shall advise "JBW" at the first available opportunity, giving its position, reason for retirement, intended port of destination and ETA, together with any other relevant details.

**48.2** "JBW" will call retired boats during position report schedules. A retired boat shall continue making position reports at each sked until arrival at its destination.

**48.3 RETIRED BOATS SHALL:**

(a) immediately notify the Local Port Organisation (Marine Rescue Unit, Royal Volunteer Coastal Patrol, Australian Volunteer Coast Guard) on entry to their port of destination; and

(b) notify Hobart Race Control by fax on 03 6134 8905 or by telephone on 03 6224 5393 or 03 6224 5392; and

(c) notify "JBW" on  
0011 870 773 245 307  
or 0428 613 031 or 0416 130 132

**48.4** Boats failing to comply with this SI 48 may be subject to report to the International Jury under RRS 60.2 (c) requesting action under RRS 69.1 (a).

**49. RADIO RESTRICTIONS**

**49.1** A boat is not permitted to request, and a boat working private schedules with other stations is prohibited from passing information in relation to, weather conditions or information in relation to the race or other competitors, except where requested by "JBW", or except as detailed in SI 40.5 or SI 49.2. No restriction is placed on the receiving of weather information broadcast by Government or commercial stations nor compliance with SI Appendix 1.

**49.2** A boat may be given express written authority by the Race Committee to broadcast a commentary, and in that

event, unless otherwise stated, the following rules shall apply:

(a) no reference shall be made during such a commentary to:

(i) weather conditions being experienced by the boat, other than in general terms.

(ii) boats in distress or emergency or wreckage sightings;

(b) all information given shall be accurate (i.e. no deliberately false sightings or positions may be reported);

(c) no information is to be given which may assist any other boat to ascertain or improve its position except to the extent permitted in SI 43; and

(d) the skipper of the boat from which a commentary is broadcast shall be responsible for the detail and retain the text of the broadcast, and the boat may be protested should it be considered that the terms of this rule have been breached.

**49.3** The International Jury may impose a penalty at their discretion, depending upon their judgment of the seriousness of the infringement, should they find that SI 49.1 or SI 49.2 has been breached.

**49.4** Authority given to any boat under this SI 49 or SI 12.2 may be cancelled by the Race Committee at any of the position reporting schedules in which the boat in question participates or should participate, without reasons being given. A cancellation so issued will apply to the boat to which it is directed whether or not the transmission is received and shall have immediate effect.

**49.5** These restrictions apply to any electronic transmission medium, including HF, VHF and mobile cellular and satellite telephones.

**50. EPIRBS**

Boats shall brief their crew in the care and deployment of EPIRBs as per Marine Radio Operators Handbook, Sections 18 to 21 and in accordance with Special Regulation 5.05

## APPENDIX 1

(INFORMATION AND MATTERS OF IMPORTANCE TO COMPETITORS, THOUGH NOT CLASSED AS SAILING INSTRUCTIONS)

### 1. PRE-RACE RADIO CHECK

- 1.1 "JBW" will accept pre race radio checks in accordance with SI 17.3.
- 1.2 It is recommended that all boats carry out pre race radio checks with an appropriate station (i.e. long distance and on all required frequencies) within 24 hours of the race start.

### 2. BATTERY CHARGING

- 2.1 Batteries should be charged at least twice each day, especially those used for radio communications, and preferably just prior to position report schedules.
- 2.2 Engine starting batteries should be isolated from other batteries.

### 3. RADIO PROCEDURES

- 3.1 Tune your transmitter well before commencement of the schedule. Tuning whilst the sked is in progress disrupts the transmission of other boats.
- 3.2 Be brief - "JBW" knows you are in South Latitude and East Longitude. The message "Firefly 34 -16 -151-17" gives all the position information required.
- 3.3 When called by "JBW", come up promptly with your position report. Speak distinctly and give emphasis to separation between degrees and minutes of latitude and longitude.
- 3.4 If requested, advise the position of an unreported boat, such as "Seaspray is about one mile South-East of Firefly", but only if the other boat is positively identified.

### 4. SAFETY - SEARCH AND RESCUE (S.A.R.)

- 4.1 All boats shall familiarise their crews with S.A.R. procedures, which are set

out in the Annual Summary Australian Notice to Mariners.

- 4.2 Refer to Sailing Instruction 46 as to the Radio Relay Vessel instituting INITIAL SEARCH procedures.

- 4.3 S.A.R. authorities will not usually express concern or initiate search and rescue proceedings unless a boat is CLEARLY OVERDUE, that is E.T.A. + 24 hours.

- 4.4 In the event of transmission difficulties, it is the responsibility of a boat to make every endeavour to make contact with another boat or coast station, and to report its position and situation by diverting from its course if necessary to make direct contact.

- 4.5 Boats must ensure that rescue authorities are not put to unnecessary procedures.

### 5. PORTS OF REFUGE

On approaching any coastal port, boats should call the Marine Rescue Unit, Royal Volunteer Coastal Patrol or Australian Volunteer Coast Guard Station on 2524 kHz or VHF 16 seeking berthing directions.

### 6. BOATS RETURNING TO HOME PORTS

- 6.1 One or two position reports each day during the homeward voyage will avoid a lot of heartache, and save countless phone calls to CYCA which will not normally have any information as to your movements.
- 6.2 Boats should contact a recognised coastal station at regular organised intervals to relay their position and advise relatives of the contact numbers from which the position of the boat can be obtained.
- 6.3 RACING SKIPPERS ARE ESPECIALLY REQUESTED TO DRAW THE ATTENTION OF RETURN DELIVERY CREWS TO THIS RECOMMENDED PROCEDURE.

**7. DISTRESS AND SAFETY COMMUNICATIONS**

The Australian Maritime Safety Authority, through RRC AUSTRALIA, provides the following distress and safety communications:

- (1) Inmarsat
- (2) HF DSC monitoring on 4207.5, 6312, 8414.5, 12577, and 16804.5 kHz.
- (3) EPIRB satellite detection.

Northern Territory and State Authorities provide a distress and safety monitoring service via the coast radio network on frequencies 4125, 6215 and 8291 kHz. The coast radio network also broadcast navigation warnings as follows:

Station	Time
Coast Radio Melbourne	0857, 1357 (8176 kHz)
Tasmanian Maritime	0903 (2524 kHz, 4146 kHz, 6227 kHz and VHF CH 68)

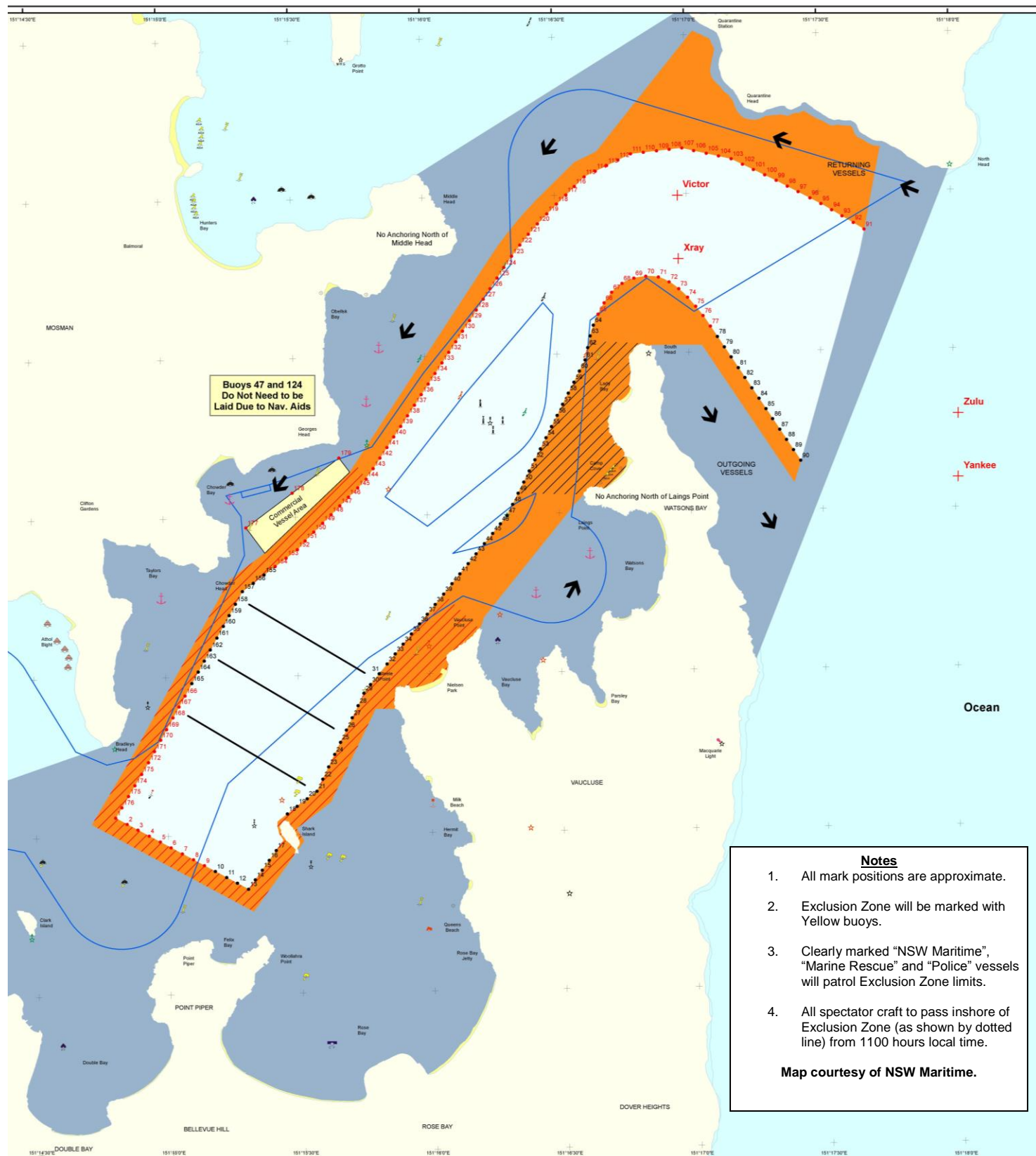
The Volunteer Marine Rescue Association through the, Marine Rescue Units, Volunteer Coast Guard and the Volunteer Coastal Patrols generally monitor VHF CH 16, 27.88 kHz and 2182 kHz during daylight hours but a 24 hours service is provided by some stations.

**IMPORTANT**

When entering and leaving ports, it is important to contact the local Marine Rescue Unit, Coastal Patrol or Volunteer Coast Guard Station. The volunteers who maintain these stations are always pleased to pass on and receive messages whenever possible but cannot assist if they have no knowledge of a boat's whereabouts. Please take the time to inform them of your arrival and departure.

## APPENDIX 2

### MAP OF STARTING AREA, COURSE BOUNDARIES AND SPECTATOR CRAFT LIMITS IN SYDNEY HARBOUR



### APPENDIX 3

**1.**

Station	Area	Local Time	Frequencies
BOM	Forecast for NSW and VIC	1030, 1430, 1830 0230, 0630, 2230	4426, 8176, 12365, 16546 2201, 6507, 8176, 12365
BOM	Forecast for TAS	1130, 1530 0330, 0730, 1930, 2330	4426, 8176, 12365, 16546 2201, 6507, 8176, 12365
BOM	Warnings for NSW, VIC and TAS	Every hour on the hour	Frequencies as above
Western Port Safety Council	Bass Strait	0815, 1215, 1710	2524
Tasmanian Maritime	Southern Tas Coastal Waters	0745, 1345, 1633, 1903	VHF 67,68,6968 HF 2524, 4146, 6227
	SE Tasmanian Coastal Waters, Storm Bay and the Derwent Estuary	On the hour and every half hour	VHF 01
MR Eden	Bass Strait Oil Rigs	0820, 1510	HF 2524
MR Eden	VIC & NSW Coastal Waters	0710, 0910, 1240, 1710, 2105	VHF 81

**2.** Marine Rescue Units (VHF 16) – Weather on Request from the following stations:-

Sydney  
 South Head  
 Botany Bay  
 Port Hacking  
 Port Kembla  
 Shellharbour  
 Shoalhaven  
 Jervis Bay  
 Sussex Inlet  
 Ulladulla  
 Kioloa  
 Batemans Bay  
 Tuross  
 Narooma  
 Bermagui  
 Merimbula  
 Eden

## SYDNEY HOBART RACE RECORDS

LOA	Boat	Owner	Class	Elapsed Time
Open	Wild Oats XI (2012)	R Oatley	30m Maxi	1d 18h 23m 12s
Conventionally Ballasted	Brindabella (1999)	G Snow	Jutson 72	1d 20h 46m 33s
< 18.5m	Yendys (2008)	G Ross	Reichel Pugh 55	2d 0h 57m 05s
< 15.5m	Yendys (1999)	G Ross	Farr 49	2d 5h 57m 30s
< 12.5m	Leroy Brown (1999)	W Wieckman	Farr 40 OD	2d 11h 24m 50s
< 11.0m	Pied Piper (1975)	R Turner	Peterson 36	3d 7h 38m 58s
< 9.5m	Toecutter (2002)	R Hick	Hick 31	3d 9h 19m 00s

**CRUISING YACHT CLUB OF AUSTRALIA**  
(TO BE SIGNED BY THE OWNER/CHARTERER OR HIS/HER REPRESENTATIVE)

**Rolex Sydney Hobart Yacht Race 2014**

**Declaration Form to the Race Committee**

I, (owner/rep) \_\_\_\_\_ hereby declare that I am a member of  
(Yacht Club) \_\_\_\_\_ and my YA number is \_\_\_\_\_, and that I was in charge of the  
yacht (yacht name) \_\_\_\_\_ whilst competing in the Rolex Sydney Hobart Yacht Race.

Finish Date \_\_\_\_\_ Finish Time \_\_\_\_\_

Were all SI's & RRS **complied** with? YES / NO

If **NO**, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Was a "B" (RRS 61.1) or "Q" (RRS 44.3) flag flown during racing? YES / NO

If **YES**, please explain: \_\_\_\_\_  
\_\_\_\_\_

Did you partake and receive all position skeds? YES / NO On HF 4483 /6516 \_\_\_\_ or VHF 16 \_\_\_\_

If **NO**, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Did you relay for any other yachts (position) during the race YES/NO

If Yes who: \_\_\_\_\_

Reason: \_\_\_\_\_

Any other feedback for Race Committee & CYCA Sailing Committee \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signed \_\_\_\_\_ Print Name \_\_\_\_\_

Witnessed \_\_\_\_\_ Print Name \_\_\_\_\_

**Declaration received** (Sailing Office/Race Comm use)

Date \_\_\_\_\_ Time \_\_\_\_\_ Received by \_\_\_\_\_

Action to be taken \_\_\_\_\_

# CRUISING YACHT CLUB OF AUSTRALIA

## Retirement Form

(TO BE SIGNED BY THE OWNER/CHARTERER OR HIS REPRESENTATIVE)

TO THE RACE COMMITTEE

**ROLEX SYDNEY HOBART YACHT RACE 2014**

**I HEREBY DECLARE** that I am a member of the (Name of Yacht Club):

\_\_\_\_\_

and that I was on board and in charge of the boat:\_\_\_\_\_

design:\_\_\_\_\_ while sailing in the Rolex Sydney Hobart Yacht Race 2014.

**Please provide a narrative account of the circumstances relative to your retirement, including approximate time, weather conditions, number of people on board and the reason for retirement. If structural or mechanical failure were the cause, please describe in detail. Describe any radio contacts (EPIRB as well) made and their responses. Describe injuries, if any. Was any gear deployed and not picked up? Any additional information you care to add such as attempts to repair, assistance rendered by other vessels etc would be appreciated:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date:\_\_\_\_\_

Time:\_\_\_\_\_

Signed:\_\_\_\_\_ Print Name:\_\_\_\_\_

(Owner/Charterer/Skipper/Representative)

Witnessed:\_\_\_\_\_ Yacht Club:\_\_\_\_\_

(Crew Member)

Retirement Form Received  
(Office Use)

Date:\_\_\_\_\_

Time: \_\_\_\_\_

By:\_\_\_\_\_