



ROLEX SYDNEY HOBART YACHT RACE 2023 SAILING INSTRUCTIONS

SYDNEY, AUSTRALIA // 26 DECEMBER 2023





AMENDMENTS TO THE SAILING INSTRUCTIONS

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

Amendment No.	Sections Changed	General Note



1. RULES

The race will be governed by the rules as defined in The Racing Rules of Sailing and as described in Notice of Race ("NoR") 2.1.

2. BRIEFINGS

See NoR 3.7.

3. NOTICES TO COMPETITORS

See NoR 2.2 and NoR 2.3

4. CHANGES TO SAILING INSTRUCTIONS (SI's)

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.

5. RACE COMMITTEE

The Race Committee comprises:

Lee Goddard (Chairman), David Kellett (Deputy Chair), Marc Pavillard, Noel Cornish and Stephen Mannering.

6. INTERNATIONAL JURY

The Organising Authority has appointed an International Jury in accordance with RRS Appendix N. The members of the International Jury are David Tillett NJ (AUS) (Chairman), Richard Slater IJ (AUS), Russell Green IJ (NZL), Josje Hofland IJ (NED) and Jamie Sutherland IJ (NZL).

7. LENGTH OF COURSE

Approximately 628nm.

8. RESPONSIBILITY

8.1 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.

Specific attention is drawn to RRS Fundamental Rule 3 - Decision to Race, which states:

"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

8.2 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).

8.3 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 Marine Rescue Unit and rescue coordination control and update as necessary.



9. FLAGS AND DECALS ON BOATS

9.1 Backstay flag

Further to NoR 12.1, the Rolex Backstay Flag (sponsor's backstay flag), 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 1100 hours on 26 December 2023 until the boat is no longer racing and has arrived at a port.

9.2 Battle flag

Further to NoR 12.2, the Rolex Battle Flag (sponsor's event flag), is requested to be flown from 0900 hours on 26 December 2023 until 1100 hours on 1 January 2024, except whilst the boat is racing.

9.3 Other flags

The Organising Authority requests that boats do not display any other flag that is for the purpose of advertising.

9.4 Backstay flags and Battle Flags will be provided to each boat prior to the race briefing.

9.5 A boat may not protest another boat for an alleged breach of SI 9. (This changes RRS 60.1).

10 OTHER CHANGES TO RATING RULES, RRS AND SPECIAL REGULATIONS

10.1 See NoR 7.

10.2 **Spare mainsail:** Further to NoR 7.1(a), a boat that uses a replacement mainsail shall lodge a declaration stating the reason for its use in accordance with SI 19.1 and may be required to make the damaged mainsail available for inspection by the Race Committee.

10.3 **RRS 41:** Further to NoR 7.2(a), Whilst racing a boat may retrieve data from the standings pages of the event website or from <https://www.rolexsydneyhobart.com/standings/lite> or from the text-based feeds provided <https://yb.tl/Links/rolexs2h2023>.

11. REPORTING AT START

11.1 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 Line 2). The boat shall have its trysail (a boat whose mainsail can be reefed to reduce luff by not less than 50% that have a letter on file with the Sailing Office certifying compliance with SR 4.24.1(b) are not required to display a trysail) and storm jib set until acknowledged by race officials. The boat shall report to the Committee Vessel on VHF 72 giving its sail number

and the number of persons on board until acknowledged by race officials aboard the Race Committee vessel.



- 11.2 A boat that is delayed may start within the start time limit (refer SI 12.3 and SI 18.1).

- 11.3 The radio relay vessel "JBW" will be available for radio checks on 26 December 2023 between 1130 hours and 1230 hours on race frequency 4483 kHz.

12. STARTING LINES

- 12.1 There will be four starting lines, designated Line 1, Line 2, Line 3 and Line 4 identified with the associated numeral pennant. Boats shall start on the starting line allocated to them by the Race Committee. The allocation of boats to starting lines shall not be subject to protest or grounds for a request for redress. Starting line allocations will be placed on the Official Notice Board prior to 0900 hours on 24 December 2023.

Line 1 will be approximately 0.2nm to the NE of Line 2

Line 2 will be in the vicinity of Steele Point, approximately 0.2nm to the NE of Line 3

Line 3 will be in the vicinity North of Shark Island, approximately 0.2nm to the NE of Line 4

Line 4 will be in the vicinity West of Shark Island.

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

- 12.2 At the eastern end of each starting line a starting limit mark (a Rolex mark) 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.
- 12.3 For the purposes of SI 11.2, the eastern end of a starting line will be the starting limit mark described in SI 12.2 when the Race Committee signal vessel for that starting line is not on station. A boat with a delayed start shall record its own start time and lodge a declaration (SI 19.1)
- 12.4 It is recommended that in the period between the preparatory signal and the starting signal:
- boats allocated to Line 1 do not proceed any further South than Line 2 and its extensions.
 - boats allocated to Line 2 do not proceed any further North than Line 2 and its extensions or any further South than Line 3 and its extensions.
 - boats allocated to Line 3 do not proceed any further North than Line 3 and its extensions or any further South than Line 4 and its extensions; and
 - boats allocated to Line 4 do not proceed any further North than Line 4 and its extensions.

13. START TIME / START SIGNALS

- 13.1 The Race is scheduled to start at 1300 hours on 26 December 2023, with the warning signal scheduled at 1250 hours.



13.2 Visual signals will be made from the respective committee vessel as described in SI 12.1. Sound signals may be made from the respective committee vessel or by a cannon situated on a VIP Vessel situated to the North of Line 1.

13.3 The start signals will be as follows (changes RRS 26):

Warning Signal: 10 minutes before the start, International Code Flag "W" displayed and one sound signal.

Preparatory Signal: 5 minutes before the start, International Code Flag "I" displayed and one sound signal.

One Minute Signal: 1 minute before the start, International Code Flag "I" removed and one long sound signal.

Starting Signal: At the start, International Code Flag "W" removed and one sound signal.

13.4 RRS 30.1 (the I Flag rule) described in SI 13.3 is changed as follows:
If flag I has been displayed, and any part of a boat's hull is on the course side of her starting line or one of its extensions during the last minute before her starting signal, she shall sail to the pre-start side of her starting line before *starting*, either:
(a) to the east of her eastern starting limit mark referred to in SI 12.2; or
(b) to the west of the mark at the western limit of her starting line.

13.5 RRS 29.1 is changed in that the sound signal that accompanies an individual recall signal may be made from the race committee signal vessel on the relevant starting line.

13.6 A boat identified as OCS or as one that has not complied with RRS 30.1 may be identified by the Principal Race Officer on VHF 72, TRANSMITTED APPROXIMATELY FIVE MINUTES AFTER THE START SIGNAL. Failure to transmit shall not be grounds for redress (this changes RRS 62.1)

13.7 THERE WILL BE NO GENERAL RECALL.

14. MARKS – PORT JACKSON AND APPROACHES

14.1 Exclusion Zone

When racing, boats shall remain within the Exclusion Zone until the Exclusion Zone ceases east of Marks V and X. The Exclusion Zone is defined by a straight line between adjacent yellow one-metre-high marks (the intended Exclusion Zone is depicted at Appendix 2). The line that defines the Exclusion Zone is designated an obstruction and the yellow one-metre-high marks are not marks of the course.

14.2 Course Marks

There will be five turning marks, two at Sydney Heads, Mark X and Mark V, and three seamarks, Mark W, Mark Z and Mark Y.

- Mark X will be a white Rolex mark positioned approximately 0.2nm bearing 000° True from South Head. Its approximate position will be 33°49'43" S 151°16' 50"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 mark positioned approximately 1.2nm bearing 115° True from Mark V.
- Mark Y will be a white Rolex mark positioned approximately 0.2nm south of Mark Z (approximately 1.3nm bearing 123° True from Mark V and approximately 1.2nm bearing 115° True from Mark X).
- Mark W will be a yellow Rolex mark positioned approximately 0.2nm south of Mark Y (approximately 1.2nm bearing 123° True from Mark X).

15. COURSE

- 15.1** In describing the course in this SI 15, all positions are approximate, and (p) or (s) denotes that the mark is to be left to port (p), or starboard (s).
- 15.2** For boats that are assigned to Line 1:
Start - to Mark V (s) - to Mark Z (s) and thence as per SI 15.6.
- 15.3** For boats that are assigned to Line 2:
Start - to Mark V (s) - to Mark Y (s) and thence as per SI 15.6.
- 15.4** For boats that are assigned to Line 3:
Start - to Mark X (s) - to Mark Y (s) and thence as per SI 15.6.
- 15.5** For boats that are assigned to Line 4:
Start - to Mark X (s) - to Mark W (s) and thence as per SI 15.6.
- 15.6** For all boats after rounding their required seamark:
- to Tasman Island (s), (approx. 43°15'S 148°00'E)
 - to Iron Pot (s), (approx. 43°03.5'S 147°25'E)
 - to John Garrow Shoal Light (p), (approx. 42°54.8'S 147°22'E)
 - to the Finishing Line, (approx. 42°53.20'S 147°20.50'E (refer SI 17)).
- 16. TEMPORARY DISCONTINUANCE FROM RACING** (Changes RRS 41, 42.1 and 45)
- 16.1** A boat after starting may use its engine to assist with:
- (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). A boat shall comply with NoR 3.5 if she continues racing after disembarking crew; or
 - (c) berthing or anchoring when attempting repairs being undertaken wholly on board.
- 16.2** For the purpose of SI 16.1(c), mechanical propulsion may be used only to assist with berthing or anchoring.
- 16.3** 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 accepted by the boat or the crew other than as permitted in RRS 41.



- 16.4 A boat complying with RRS 1.1 – rendering assistance (except as to her 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.
- 16.5 For the purpose of this SI 16 a boat's elapsed time shall continue to accrue, except that the time taken under SI 16.4 may be considered for the purposes of RRS 62.
17. **FINISHING LINE (See Charts AUS 171 and 172)**
- 17.1 The finishing line will be in the Derwent River, between the flag mast on the finishing box on Battery Point (approx. 42°53.28 S 147°20.34 E) and a yellow mark fitted with a low power strobe light at night. The mark 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 finishing line, boats are required to leave the inner distance mark to port.
- 17.2 Boats finishing at night are required to illuminate their sail number on the port side.
- 17.3 All boats shall report in accordance with SI 36.4 to the Finishing Box.
- 17.4 Finishing notes:
- Note 1: After finishing, boats shall drop sails and await the arrival of an escort vessel. Boats to be berthed in Constitution Dock shall have an anchor and fenders ready and shall observe the instructions of the escort vessel.
- Note 2: All competitors are required to follow any instruction from the TasPorts Chief Operations Officer.
- Note 3: The Launceston to Hobart Race and Melbourne to Hobart Westcoaster fleets will be using the same finishing line.
- Note 4: All boats are requested to have at least two fenders ready to assist with berthing. (Boats berthed in Constitution Dock will require four fenders)
- Note 5: Immediately after berthing in Hobart all 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 owner/skipper for the duration of the boats stay. (This is a **TasPorts Regulation**)
18. **TIME LIMITS**
- 18.1 A boat shall not start later than four hours after the Starting Signal.
- 18.2 There shall be no finish time limit for the race.
- 18.3 After 1000 hours on 2 January 2024 the finishing box may not be manned. A boat finishing after this time shall record its own finishing time and lodge a declaration (SI 19.1) unless its finish is acknowledged by a sound signal from the finishing box.



19. DECLARATIONS

- 19.1** A boat shall lodge a Declaration on the prescribed form only in the following circumstances:
- (a) an infringement occurs, however minor, of any rule, regulation, sailing instruction or radio instruction; or
 - (b) the boat has taken the benefit of SI 16; or
 - (c) the boat has taken a One Turn Penalty or Two Turns Penalty; or
 - (d) the boat has taken a penalty in accordance with SI 20; or
 - (e) the boat records its own finish time under SI 18.3; or
 - (f) the boat records its own start time under SI 12.3; or
 - (g) the boat uses a bona fide replacement for a damaged mainsail under NOR 7.1(a); or
 - (h) the boat fails to report in at a position report; or
 - (i) any non-compliance with the SI's and RRS; or
 - (j) any other notable/extraordinary circumstance.
- 19.2** Declarations shall be lodged online through the race website (https://cyciforms.seamlessdocs.com/f/RSHYR_Race_Dec), within six hours of the finishing time of the boat. **A boat will receive a submission receipt to the email address nominated in the declaration form.**
- 19.3** A boat which does NOT lodge a Declaration thereby acknowledges that it complied with the NoR and these SIs.

20. PENALTIES AT THE TIME OF THE INCIDENT (Changes RRS 44)

20.1 Start to 33°53'S

A Two Turns penalty applies when a boat may have broken one or more rules of RRS Part 2 in an incident, and a One-Turn Penalty applies when a boat may have broken RRS 31, prior to proceeding South of 33°53'S. A boat may take her penalty at any time after the incident but prior to proceeding South of 33°53'S, and a boat that takes this penalty shall notify the Race Committee that she took the penalty prior to or at the next scheduled Position Report.

20.2 33°53'S to Iron Pot

When a boat South of 33°53'S and not passed Iron Pot (a boat is considered to have passed when Iron Pot bears 090°) may have broken one or more rules of RRS Part 2 in an incident or may have broken RRS 31, the Two Turns Penalty and One-Turn Penalty are replaced by a time penalty of 1 hour added to her elapsed time. A boat that takes this penalty shall notify the Race Committee prior to or at the next scheduled Position Report and in any event no later than 30 minutes after finishing.

20.3 After Iron Pot

When a boat may have broken one or more rules of RRS Part 2 in an incident or may have broken RRS 31 after having passed Iron Pot, a Two Turns penalty applies when a boat may have broken one or more rules of RRS Part 2 in an incident, and a One-Turn Penalty applies when a boat may have broken RRS 31. A boat that takes this penalty shall notify the Race Committee no later than 30 minutes after finishing, that she took the penalty.

21. RULE INFRINGEMENTS (Changes RRS 63.1, 64, and A5)

- 21.1** Unless otherwise detailed in this SI 21, the International Jury may apply a discretionary scoring or time penalty in lieu of disqualification for an infringement of a rule.



- 21.2 The penalty for a boat that breaks one or more rules of RRS Part 2 in an incident, or may have broken RRS 31 and does not take a penalty in accordance with SI 20 shall be 2 hours added to the boat's elapsed time, except if the boat caused injury or serious damage or gained a significant advantage in the race by her breach in which case the penalty may instead be disqualification.
- 21.3 The Race Committee may without a hearing apply a time penalty of 1 hour added to a boat's elapsed time, that fails to lodge a declaration as required by SI 19.
- 21.4 The Race Committee may without a hearing penalise a boat in accordance with SI 30.7 for missing position reports.
- 21.5 The Race Committee shall without a hearing apply a 30% scoring penalty to an OCS boat that fails to start correctly, or a boat that does not comply with RRS 30 (This changes RRS 28, A4.2.).
- 22 APPLICATION OF PENALTIES** (Changes RRS 44.3(c))
- 22.1 All scoring penalties shall be computed as a percentage of the number of entries to the nearest whole number (rounding 0.5 upwards) in line honours and each applicable Handicap Category or Division.
- 22.2 The imposition of penalties will affect the placings of other boats, which shall be advanced to fill all preceding places vacated by penalised boats. 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.
- 23. PROTESTS AND REQUESTS FOR REDRESS** (Changes RRS 61 and 62).
- 23.1 Protests concerning eligibility of a boat shall be lodged at the CYCA Sailing Office by 1700 hours on 23 December 2023.
- 23.2 Protests or requests for redress arising from the Race shall be lodged by email to sailingoffice@cyca.com.au or in person at Hobart Race Control at RYCT within six hours of the finishing time of the protesting boat (changes RRS 61.2 and 62.2).
- 23.3 For an incident before a boat reaches Tasman Island, a boat shall advise Hobart Race Control of the intent to protest or lodge a request for redress when reporting in at Tasman Island (refer SI 36.2).
- 23.4 The Race Committee will, within eight hours of receipt of a protest or request for redress, post the time and place of hearing on the Official Notice Board. This shall be compliance with and notification to the parties under RRS 63.2.
- 23.5 The International Jury shall not be entitled to abandon the race as a consideration for redress (changes RRS 64.3).
- 23.6 A boat that finishes after 1100 hours on 31 December 2023 and at or prior to 1700 hours on 31 December 2023 is requested to advise Hobart Race Control as soon as is practicable whether she will be lodging a protest or request for redress, and provide such details of the protest or request as she then has available. Any such protest or request for redress must be lodged in accordance with SI 23.2.



- 23.7 A boat still racing at 1700 hours on 31 December 2023 is requested to advise Hobart Race Control as soon as she decides she will protest or request redress once finished and provide such details of the protest or request as she then has available. Such protests and requests for redress must be lodged in accordance with SI 23.2.
- 23.8 The International Jury may not extend the time for delivery of a protest or request for redress lodged by such a boat under the provisions of this SI 23 (changes RRS 61.3).
- 23.9 There is no time limit for protests by the Race Committee or the International Jury (changes RRS 61.3).
24. **RESULTS**
During the race progressive standings may be published by the Race Committee and on the event website (<http://www.rolexsydneyhobart.com>). Any progressive standings 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 (changes RRS 60.1 and 62.1(a)).
25. **TROPHIES**
Refer NoR 17.
26. **INSPECTION AND INFORMATION**
- 26.1 Boats shall be made available for spot inspections by the Race Committee or its nominee at any time up until 12 hours after the boats finish time.
- 26.2 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.
27. **MEDIA RIGHTS AND RESTRICTIONS**
Refer NoR 15.
28. **DRONES**
- 28.1 A drone operated from a boat is considered to be recreational.
- 28.2 A drone may not to be flown in a way that creates a hazard to another aircraft, person or property, and personal privacy is to be respected.
- 28.3 Drones may be used to obtain imagery. A boat is reminded of the limits for receiving outside help found in RRS 41. A drone capturing data when not on the boat is considered by the Race Committee as being an outside source.
- 28.4 Drone Restrictions:
- a drone shall only be flown between sunrise and sunset and within visual line-of-sight (your own eyes);
 - a drone shall keep more than 30 metres away from other boats (and people);
 - a drone shall not be flown over or above other boats (and people);
 - a drone shall not be flown at heights greater than 400 ft (120 metres);

- a drone shall not be flown over or near an area affecting public safety or where emergency operations or a SAR incident is in process. The OA may advise competitors to fly drones to assist situational awareness;
- a boat shall not launch a drone if it is suspected or known that manned aircraft are operating in the vicinity;
- on becoming aware of manned aircraft operating in the vicinity, manoeuvre a drone away from any manned aircraft and land as soon as safely possible;
- a drone shall not be flown within the Drone Exclusion Zone

28.5 The following Drone Exclusion Zones are established:

- Sydney Drone Exclusion Zone is a geographical area encompassing the confines of Sydney Harbour and extending offshore in an arc of 5nm centred on Hornby Light (South Head).
- Hobart Drone Exclusion is a geographical area encompassing the confines of the Derwent River north of the Iron Pot.

RADIO INSTRUCTIONS



29. RADIO RELAY VESSEL

- 29.1 The motor vessel "JBW" will be the Radio Relay Vessel. "JBW" will conduct position reports and monitor the race frequencies. If required, Hobart Race Control or STS "Young Endeavour" may conduct a position report. Hobart Race Control is based at the Royal Yacht Club of Tasmania. STS "Young Endeavour" will be accompanying the Fleet south to Hobart and is designated as the standby radio relay vessel.
- 29.2 References in these radio instructions to "JBW" include Hobart Race Control and "Young Endeavour" when conducting position reports and in the case of a radio failure or other similar scenario with "JBW".
- 29.3 "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, except when deemed necessary and under RRS 1.1. Rendering Assistance.
- 29.4 Boats are reminded of their obligations under Chapter 10 Distress, Urgency and Safety Communications using Radiotelephony, of the Marine Radio Operators Handbook.
- 29.5 A Tasmanian Police Vessel may be stationed on the North Tasmanian Coast and, if so, will monitor VHF channel 16.

30. RADIO TRANSMISSIONS

- 30.1 The race frequency for all traffic, except recalls (SI 13) and the additional reports under SI 36, will be 4483 kHz, unless otherwise directed by "JBW". 6516kHz may be used as a secondary race frequency if directed by JBW.
- "JBW" will maintain a continuous listening watch on the following frequencies throughout the race:
- 4483 kHz
 - VHF Channel 16.
- 30.2 For unscheduled race traffic, boats should call "JBW" on 4483 kHz.
- 30.3 Hobart Race Control will maintain a continuous listening watch on 4483 kHz and VHF Channels 16, 21 and 81.
- 30.4 All boats shall maintain a continuous listening watch on VHF Channel 16 for the duration of their race.
- 30.5 All boats shall report wind strength and wave heights to "JBW" when wind strength exceeds 40 knots, unless otherwise instructed by "JBW".
- 30.6 Should a boat experience HF radio difficulties, every effort shall be made to contact "JBW", the Race Committee (0475 801 390), Hobart Race Control (03 6134 8910 or 03 6295 3310) or another boat on VHF Channel 16 to report the boats position.
- 30.7 All boats shall report their positions in accordance with SI 31. Failure to comply on HF radio or by the methods listed in SI 30.6 without reasonable cause may result in the imposition of a penalty as below at the discretion of the Race Committee having regard to the circumstances (See SI 21.4, this changes RRS 63.1, 64 and A5)

Position Report missed	Penalty Imposed
1 st position report missed	20 minutes added to elapsed time
Each successive position report missed	40 minutes added to elapsed time



i.e a boat that misses 2 position reports without reasonable cause during the race may receive a time penalty of 60 minutes added to the boats elapsed time.

- 30.8 A boat that fails to report her position at two consecutive position reports by any means will be scored DNF without a hearing (changes RRS 63.1, 64 and A5).**
- 30.9** All radio messages received, transmitted, or attempted to be transmitted shall be entered in the boats log, or in a separate radio log.
- 31. POSITION REPORT SCHEDULES**
- 31.1** Daily position reports will be conducted on 4483kHz at 0635 and 1835 and at other times as may be advised by "JBW". A weather report may be issued at this time.
- 31.2** The position report routine will be as follows
- a) "JBW" will commence transmission on 4483kHz two minutes prior to the position report 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 4483kHz as follows: its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 0630 and 1830 as appropriate, on each day (not at the time of reporting). 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. At the completion of the position report "JBW" will call for relay of any missed reports and corrections to repeated positions. 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 6516kHz.
- 31.3** RETIRED BOATS WILL BE CALLED BY "JBW" DURING THE POSITION REPORT SCHEDULES AND SHALL COMPLY WITH SI 37.
- 31.4** After a boat has called in at Tasman Island (SI 36), they are no longer required to participate in position reports under this SI 31 (other than SI 31.6).
- 31.5** Hobart Race Control (RYCT) operating through VIT 319 may take over Position Reports during the race. JBW will advise of this change at the prior position report.
- 31.6** The Race Committee may require a boat on which a tracking unit referred to in NoR 13 fails or ceases to operate to establish a separate position reporting schedule with Hobart Race Control. A direction by the Race Committee under this SI 31.6 will apply to the boat to which it is directed whether or not the transmission is received and shall have immediate effect.



32. SATPHONES

- 32.1** A communications check will be conducted via satphone between 1335 and 1355 each day from 27 December 2023. A selection of boats in the fleet will be called at random and are required to answer.
- 32.2** Boats are advised that, at the discretion of the Race Committee, a communications check may be upgraded to full position reporting on 4483kHz and SI 31 shall apply. The minimum notice for this upgrade will be at the preceding position report schedule.
- 32.3** A boat's satphone shall be switched on such that it can receive voice and data for the duration of her race.
- 32.4** A boat failing to answer satphone communications shall not be subject to protest by another boat (Amends RRS 60.1).
- 32.5** The Race Committee will be conducting a number of pre-arranged tests with boats in order to develop our future fleet communication strategy.

33. SEVERE WEATHER FORECASTS

- 33.1** Requests for and receipt of information regarding severe weather shall not be classed as an infringement of RRS 41 (this may change RRS 41).

34. MANDATORY REPORTING FROM GREEN CAPE (37° 15' SOUTH)

- 34.1** On approaching 37° 15' South a boat shall assess and be satisfied that:
- (a) its HF Radio is fully operational and fit for purpose;
 - (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;
 - (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, and
 - (f) A Two-Handed boat shall assess whether its autohelm is fully operational and fit for purpose,
- 34.2** 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 34.1 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 34.1 and elects to continue racing".

A boat that is unable to contact "JBW" may attempt to contact "Young Endeavour" or Hobart Race Control on the race frequency to fulfil the requirements of this SI.



- 34.3** If a boat is unable to make the report by HF Radio, it shall assess and be satisfied that:
- (a) its satphone is fully operational and fit for purpose
 - (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., and
 - (f) A Two-Handed boat shall assess whether its autohelm is fully operational and fit for purpose;

And shall contact Race Control when in the vicinity of 37° 15' South, but not later than Gabo Island (37° 34' South) on +61 408 566 696 and make the following report: "Hobart Race Control", 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 34.2 and elects to continue racing".

- 34.4** If a boat completes the report in accordance with SI 34.3, the boat is required to subsequently report its position to Hobart Race Control by satellite phone at 0015hrs, 0615hrs, 1215hrs and 1815hrs daily from the time of the report until the boat reports in at Tasman Island.
- 34.5** A boat which has not been recorded and acknowledged by either "JBW", or Hobart Race Control as having complied with SI 34.2 or SI 34.3 shall be recorded DNF without a hearing (changes RRS 63.1).
- 34.6** A boat that makes declaration under SI 34 that is false may be subject to a report to the International Jury under RRS 60.2(c) requesting action under RRS 69.1(a).

35. INITIAL SEARCH PROCEDURES

- 35.1** "JBW" will initiate the following procedures in the case of a boat failing to report by any means at two successive position reports.

- 35.2** 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 4483 kHz and VHF 16, followed by 6516 kHz as directed by "JBW".
- (b) The boat will be called by name first on 4483 kHz and VHF 16, followed by 6516 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.



35.3 A boat that:

- (a) is unable to transmit on either its HF, VHF radio, mobile or satphone for a position report schedule (refer SI 31);

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,

and this occurs at the following position report shall 10 minutes after the commencement time of the next occurring position report at which the boat should give its position, ignite a white flare.

36. ADDITIONAL REPORTS FROM TASMAN ISLAND

- 36.1** The RYCT operating through VIT 319 (Hobart Race Control) will maintain a continuous listening watch on 4483 kHz and on VHF 81, VHF 21 and VHF 16 from the start until the conclusion of the race.

- 36.2** When Tasman Island bears 000° True each boat shall call "HOBART RACE CONTROL" on VHF 81 and advise its rounding time, ETA at the finish (40.3 nautical miles) and any intent to protest or request redress as per SI 23.3

- 36.3** At the entrance to the Derwent River, each boat shall call "HOBART RACE CONTROL" on VHF 81 and advise an updated ETA at the finish (11 nautical miles).

- 36.4** FINISHING REPORT - Boats shall report to "Hobart Finish Box" on VHF 81 immediately after clearing the line for berthing instructions and shall report the flying of a protest flag (if applicable) at this time.

- 36.5** Calls to "HOBART RACE CONTROL" under SI 36 shall not be made during the position report.

37. BOATS RETIRING FROM THE RACE

- 37.1** 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.

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

37.3 RETIRED BOATS SHALL:

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

- (b) notify Hobart Race Control by telephone on 03 6134 8910 or 0408 566 696; and

- (c) notify "JBW" on 0011 1 505 295 2009 or 0416 130132

38. 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

39. YB TRACKER ALERT FUNCTION

The alert function of a boat's YB tracking unit is a recognised means of raising alert to an emergency circumstance. Should that alert be received the Race Committee will enable SAR response in the same way as if an EPIRB alert was received.

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 11.3.
- 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 position report 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 SI 35 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 or Australian Volunteer Coast Guard Station on 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 the Joint Rescue Co-Ordination Centre (JRCC) 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.

AMSA also broadcast navigation warnings on 8176 kHz at 1025 and 2325 hours

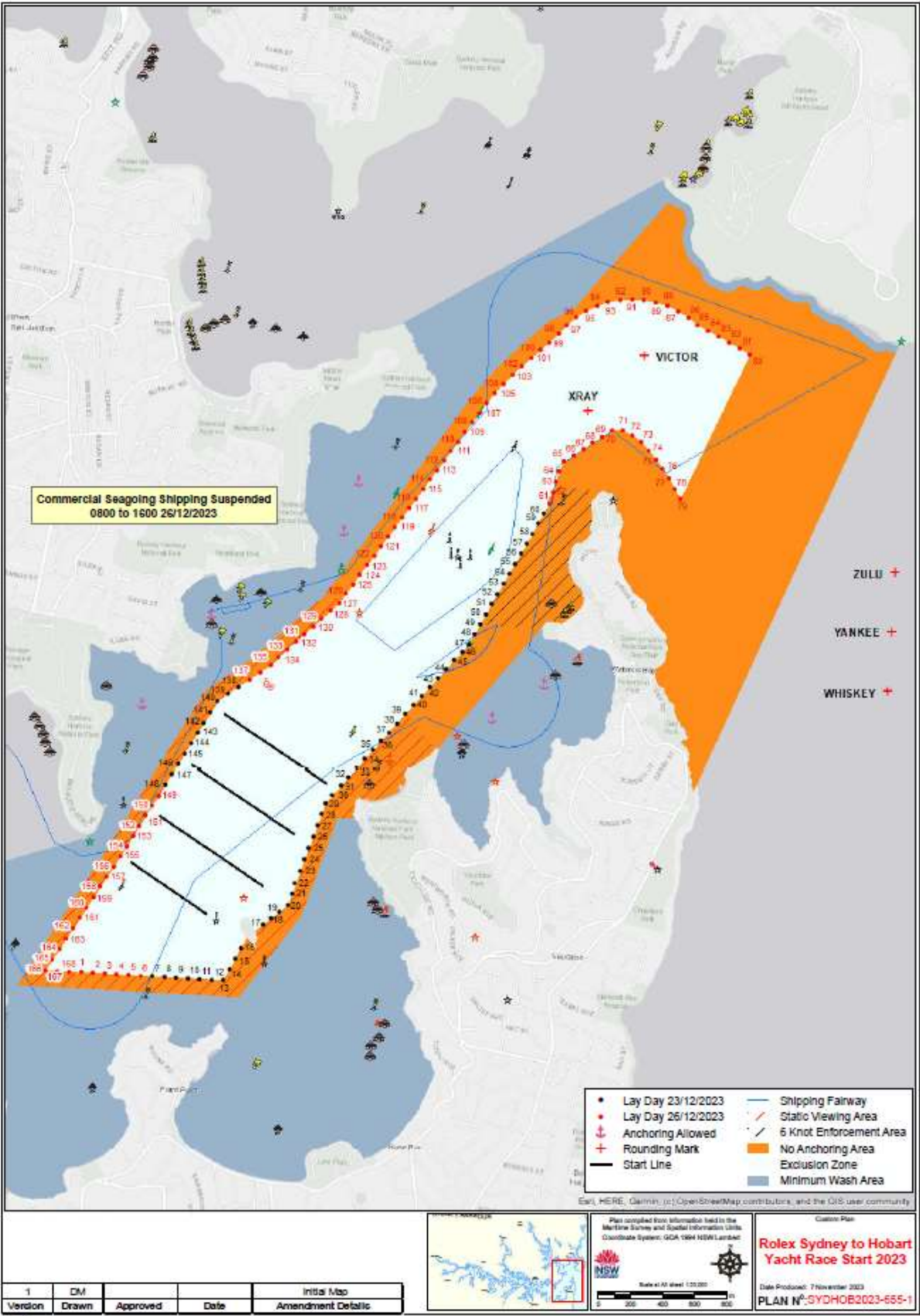
Marine Rescue Units generally monitor VHF CH 16, 27.88 kHz and 2182 kHz during daylight hours. A 24-hour service is provided by some stations.

IMPORTANT

When entering and leaving ports, it is important to contact the local Marine Rescue Unit or Coastal Patrol. 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
Marine Radio Victoria	Bass Strait	0648, 1848	VHF 67
Tas Maritime Radio	Southern Tas Coastal Waters	0745, 1345, 1733	VHF 67,68,69 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
Port Jackson
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	LDV Comanche (2017)	J Cooney & S Grant	Guillaume Verdier & VPLP 100	1d 9h 15m 24s
Conventionally Ballasted	URM Group (2022)	Anthony & David Johnston	Reichel Pugh 72	1d 19h 06m 48s
< 18.5m	Ichi Ban (2017)	M Allen AM	Botin 52	1d 19h 10m 20s
< 15.5m	Concubine (2017)	J Ward	Mills 45	1d 23h 19m 27s
< 12.5m	Chutzpah (2017)	B Taylor	Caprice 40	2d 4h 10m 37s
< 11.0m	Banque de Nouvelle Calédonie (2017)	M Quintin	JPK 10.8	3d 3h 22m 09s
< 9.5m	Toecutter (2002)	R Hick	Hick 31	3d 9h 19m 00s