

CRUISING YACHT CLUB OF AUSTRALIA

TELSTRA

SYDNEY-HOBART YACHT RACE

(Conducted by the Organising Authority the C.Y.C.A. under the Authority of the Yachting Association of N.S.W.)

1998

SAILING INSTRUCTIONS

ALL TIMES AEDT (UT + 11)

1. RACE BRIEFING

A Briefing for skippers and navigators will be held at the CYCA Clubhouse at 0900 hrs on 24th December 1998.

2. TIME OF START

1300 hours, 26th December, 1998.
The Warning Signal will be displayed at 1250 hours.

3. RACE COMMITTEE

The Cruising Yacht Club of Australia, as the organising authority, appoints the following Race Committee:

Hans Sommer (Chairman), Howard Elliott, Robert Badenach, David Boyes, Bruce Rowley, Phil Thompson, Mark Robinson.

4. PROTEST COMMITTEE

4.1 The CYCA as the organising authority appoints the following Jury under the terms of RRS 89(b).

Mark Pryke (International Judge /Chairman), Ken Morrison USA, (International Judge), Mick Purdon (National Judge), John Lucas (National Judge).

4.2 The Race Committee reserves the right to replace or appoint additional Jury members where necessary.

5. OFFICIAL NOTICE BOARDS

5.1 SYDNEY: Adjacent to CYCA Sailing Office entrance.

5.2 HOBART: Ground floor, RYCT Clubhouse.

6. RULES

- 6.1 The Race shall be governed by the Racing Rules of Sailing (RRS) and prescriptions of the Australian Yachting Federation (except that between 2030 hours and 0530 hours the International Regulations for Preventing Collisions at Sea shall replace corresponding rules of RRS Part 2), the International Measurement System Rule and Regulations (where applicable), The Channel Handicap Rules and Regulations (where applicable) and the Notice of Race, all as modified by these Sailing Instructions.
- 6.2 Addendum A AYF Special Regulations Part 1, Category 1 shall apply.
- 6.3 For the purposes of the CYCA's Blue Water Pointscore, unless otherwise stated herein, these instructions replace the CYCA's club sailing instructions applicable to the Sydney Hobart Yacht Race.

7. RESPONSIBILITY

- 7.1 All those taking part in CYCA races do so at their own risk and responsibility.
- 7.2 The CYCA is not responsible for the seaworthiness of a yacht whose entry is accepted, or the sufficiency or adequacy of its equipment.
- 7.3 The CYCA is not responsible for any damage or injury, either ashore or at sea either to persons or yachts which might result from participating in club races.
- 7.4 Attention is drawn to RRS - 4, Decision to Race A Boat is solely responsible for deciding whether or not to start or to continue racing.

8. INSPECTION

- 8.1 Yachts shall be made available for spot inspections by the Race Committee's, at any time prior to 1100 hours on 2nd January, 1999.

9. SAIL INVENTORY (Amends IMS Reg 205 & CHS Reg 7.1.5, 7.4.4, 7.6.3)

- 9.1 All yachts are permitted to carry on board a spare mainsail which may be used only as a bona fide replacement for a damaged mainsail and not for the purpose of improved performance, as for varying weather conditions or points of sailing. For CHS yachts the spare mainsail shall be of the same or lesser 'Hi-Tech' material than the rated mainsail.
- 9.2 For IMS yachts, there is no limit on the number of rated headsails that may be carried on board. For CHS yachts, extra 'Hi-Tech' headsails, of the same size as the rated headsail may be carried provided one headsail of that size is declared as 'Hi-Tech' on the rating certificate.
- 9.3 There is no limit on the number of rated spinnakers that may be carried on board.
- 9.4 A yacht chartered may carry national letters or sail numbers in contravention of her class rules (Amends RRS Rule H3).

10. RACE CATEGORIES AND DIVISIONS

10.1 The Race will be conducted in three Handicap Categories, IMS, CHS and PHS.

10.2 Divisions may be formed within each Handicap Category.

(a) IMS Divisions (b) PHS Division (c) CHS Division

10.3 The composition and allocation of yachts into Divisions shall be determined by the Race Committee and shall not form the basis of any protest or grounds for redress. (Amends RRS 60.1b).

11. HANDICAPS

11.1 **For IMS Categories**, IMS results will use the T.M.F. scoring method. The Race Committee shall preconstruct a course, based on Weather Bureau information and historical data, to create a performance table for each yacht, these performances values will be averaged based on predicted wind strengths for the race to produce a single second per mile figure for each yacht. This seconds per mile figure will then be divided into the figure for the scratch boat thus producing a TMF. This TMF will then be multiplied by the yachts elapsed time to give a corrected time for the yacht.
Dynamic Allowances will be applied.

Scratch Sheets will be available prior to the warning signal from the sailing office.

IMS TMF = Scratch Boat Predicted Speed / Subject Boat Predicted Speed

IMS CORRECTED TIME = Elapsed Time *IMS TMF

The method of constructing the course will not be subject to protest or grounds for redress (Amends RRS 60.1 and 62).

11.2 **CHS Results** will be decided by the application of Time Correction Factors (TCF's), as printed on each yacht's CHS Certificate, as a multiplier of elapsed time.

11.3 **PHS Results** will be decided by the application of Time Correction Factors (TCF's) rounded to four decimals as a multiplier of elapsed times. Each yacht's TCF shall be determined by the Race Committee or its nominee and shall not be subject to protest or grounds for redress. The Race Committee may amend the TCF of a yacht after the Briefing, at any time prior to the Warning Signal, where the Race Committee becomes aware of any changes to the yacht that may affect its performance. (Amends RRS 60.1 and 62).

11.4 Ratings shall not be changed after 1700 hours, 18th December, except as a result of protest action, or for the correction of clerical errors.

12. MEDIA RIGHTS & RESTRICTIONS

12.1 Entrants are advised that a condition of entry is acknowledgement that the Cruising Yacht club of Australia owns all media rights to the Sydney-Hobart Yacht Race and may exercise those rights as it sees fit.

- 12.2 It is a condition of entry that no representative of any yacht, be it the owner, a representative from the yacht's ownership, crew or otherwise, shall enter into or be involved in any Media Dealings in respect of the Sydney-Hobart Yacht Race either before, during or after the Sydney Hobart Yacht Race without written consent of the Race Committee.
- 12.3 "Media Dealings" shall include but not necessarily be limited to any discussions, articles, interviews, books, correspondence, television, internet or radio broadcasts, linkups or otherwise with any section of the media, be it the television, radio or print media.
- 12.4 Any breach of the media restrictions referred to in this Clause 12 may at the discretion of the Race Committee lead to the rejection of an Application for Entry, or the disqualification of a yacht from the Sydney-Hobart Yacht Race.
- 12.4 It is a condition of entry that the entrants on the Application for Entry acknowledge and accept the media restrictions referred to in this Clause 12.

13. RESULTS

- 13.1 Provisional and final results will be displayed on the official notice boards and at Constitution Dock as soon as practicable following computation.
- 13.2 During the Race IMS progressive positions may be published by the Race Committee; however the position of yachts, even though finished, may vary from report to report. Such reports, if published, shall have no bearing on, nor affect the final results.

14. TROPHIES

- 14.1 Trophies and prizes will be awarded as appropriate to the number of Divisions and as detailed in the Notice of Race and its amendments.
- 14.2 The presentation of trophies and prizes will take place at the Royal Yacht Club of Tasmanian club house on 2nd January 1999 at 1100 hours.

15. DESIGNATED AREAS (Refer Appendix 2)

- 15.1 **Yacht Manoeuvring Area**
An area to the South of the Starting Line will be allocated exclusively to competing yachts for approximately one hour before the start. Yachts should keep within the designated area.
- 15.2 **Spectator Craft Areas**
The designated spectator areas, defined by orange inflatable buoys and shown in Appendix 2 shall rank as obstructions and yachts shall not enter those areas.

16. FLAGS ON YACHTS

- 16.1 A special Race Flag, provided in a yacht's information satchel, shall be flown from the backstay or port/starboard mizzen shroud of each competing yacht from the time she approaches the manoeuvring area until passing seamark Z to ensure that she is accorded access to the manoeuvring and course areas.

16.2 Except for RRS 44.3 or 61.1, NO OTHER FLAG may be displayed by a yacht after the Warning Signal.

16.3 The Telstra Battle Flag shall be displayed as per the Notice of Race.

17. REPORTING AT START

17.1 Yachts intending to start shall report to the race officials on the Committee Vessel MV "OFFSHORE" at the Western end of the Starting Line prior to the Warning Signal for identification to ensure that all Starters are recorded. The yacht shall hail its sail number and name until acknowledged by race officials aboard the Committee Vessel.

17.2 A yacht that is delayed and is unable to sail about in the vicinity of the start line prior to the warning signal may start within the Start Time Limit, refer SI 26.1 provided she shall:-

(a) Report its delay and intention to start late as required by SI 17.1 and

(b) May use prohibited propulsion to arrive in the vicinity of the start line, then cease using such propulsion, carry out a 360 degree turn and start.

(Amends RRS 42).

18. STARTING LINE

18.1 The Starting Line will be between the mast of "MV Aussie Magic", displaying a white flag with red CYCA lettering, anchored in the vicinity of Steele Point and a large Telstra buoy, marking the western limit of the start line.

18.2 At the eastern end of the Starting Line, a Starting Limit Mark (a 2 metre high Yellow Buoy) will be moored in the vicinity of but may not necessarily be on the Start Line. When starting, yachts shall leave the Starting Limit Mark to starboard.

18.3 A Committee Vessel displaying a red flag with yellow CYC lettering will be moored near the mid point of the Start Line. The vessel does not form part of the Start Line and ranks as an obstruction.

18.4 (Amends RRS 30.1)

The "Round the Ends Rule", will apply from the Preparatory Signal, and when any part of a yacht's hull, crew or equipment is on the course side of her Starting Line or its extensions during the five (5) minutes before her Starting Signal she shall return to the pre-start side of her Starting Line around either Starting Limit Marks, and start.

19. STARTING SIGNALS

19.1 Visual signals will be made from the MV Aussie Magic as described in 18.1 above.

Sound signals may be made by a cannon situated on the V.I.P. Vessel situated approximately 200 metres to the North of the Start Line.

19.2 Start System 1 as per RRS 26 with 5 minute intervals. The Class Flag will be a Telstra Event Flag.

19.3 **Warning Signal:** Ten minutes before the start of the race a Class Flag will be displayed and may be accompanied by a cannon being fired.

5MINS.
over all flags.
X FLAG →

19.4 **Preparatory Signal:** Five minutes before the start of the race a "P" and "I" Flag will be displayed and a cannon may be fired.

19.5 **Starting Signal:** At the Start Time both the Warning and the Preparatory Signals will be lowered and a cannon may be fired.

20. RECALLS

20.1 Individual recalls will be signaled in accordance with RRS 29.2 from the Starting Line and a cannon may be fired.

20.2 A yacht subject to recall will thereafter pass on the course side of and around either of the Starting Line Limit Marks and start.

20.3 A yacht subject to recall shall be identified by radio on VHF 72 and HF 4483kHz. SUCH RADIO RECALL INFORMATION WILL BE TRANSMITTED APPROXIMATELY TEN MINUTES AFTER THE START SIGNAL.

20.4 THERE WILL BE NO GENERAL RECALL.

21. MARKS - PORT JACKSON AND APPROACHES

21.1 Spectator limit marks (course boundary marks) within Sydney harbour are marks of the course and rank as obstructions NOT surrounded by navigable water. A yacht shall sail within these boundaries.

21.2 There will be Two Turning Marks, one at Sydney Heads Mark X and Seamark Z.

(a) Mark X will be a large Telstra buoy and will be positioned approximately 600 metres bearing 014° True from South Head, approximate position 33°49.8' 151°16.9'.

(b) Mark Z will be a large Telstra buoy, situated approximately 1.0 n.mile bearing 120° true from Mark X.

21.3 Mark Vessels may be stationed in the vicinity of Marks X and Z.

21.4 A yacht touching a Starting Mark, or Mark X at Sydney Heads, or a Course boundary as defined in 21.1 shall carry out her penalty at the first opportunity after rounding mark X and before mark Z. (Amends RRS 31.2).

22. COURSE - (p) and (s) denote rounding on port or starboard hand.

(a) From the Start Line,

Start - to Mark X (s) - to Mark Z (s)

(b) and thence:

- to Tasman Island (s) lat 43°15' long 148°00'

- to Iron Pot (s) lat 43°03' 37" long 147°24' 57"

- to John Garrow Shoal Light (p) lat 42°55' long 147°21.8'

- to the Finish Line approximate lat 42°53.3 long 147°20.3'

23. LENGTH OF COURSE

627.0 nautical miles.

24. FINISHING LINE (See Charts AUS 171 and 172)

24.1 (a) The Finishing Line will be in the Derwent River, between the flagmast on the Finishing Box on Battery Point and an orange buoy displaying a white flag by day and yellow flashing light (3 seconds), or strobe by night, the buoy bearing 050° true, approximately 300 metres from the Finishing box.

(b) When a large yellow Telstra inner distance mark is positioned on or near the finish line, all yachts are required to leave the inner distance mark to port.

24.2 Yachts finishing at night are required to illuminate their sail number on the port side.

NOTE 1: After finishing, yachts are required to heave-to and await the arrival of an escort vessel. Yachts will moor bow or stern to and, should have an anchor ready, and shall observe the instructions of the escort vessel.

NOTE 2: The Melbourne to Hobart Race fleet will be using the same finishing line.

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

25.1 A yacht after starting may use its motor to assist with anchoring or berthing when:

- taking shelter from extreme weather, or
- disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced), or
- attempting repairs wholly on board.

25.2 For the purpose of Sailing Instruction 25.1, mechanical propulsion may only be used 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 accepted by the yacht or the crew.

25.3 A yacht 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 such assistance shall NOT exceed a period of 24 hours in total.

25.4 For the purpose of instruction 25 a yacht's elapsed time shall continue to accrue, except that the time taken under instruction 25.3 may be included for the purposes of RRS 62 - Redress.

26. TIME LIMITS

26.1 A yacht shall not start later than 4 hours after the Start Signal.

- 26.2 There shall be no Time Limit for the race.
After 1000 hours 2nd January 1999 the Finish Line Box MAY not be manned. A yacht finishing after this time shall record its own finishing time and lodge a Declaration, unless her finish is acknowledged by a sound signal from the Finish Line Box.

27. DECLARATIONS (Amends RRS 63.1)

- 27.1 A yacht shall lodge a Declaration on the prescribed form ONLY when:
- (a) an infringement occurs, however minor, of any rule, regulation, sailing or radio instruction, or
 - (b) the yacht has taken the benefit of Discontinuance from Racing in instruction 25, or
 - (c) the yacht has taken a 720° Turn Penalty, or
 - (d) the yacht acknowledges a Scoring Penalty in accordance with RRS 44.3.
 - (e) the yacht is required to record its own finish time as per instruction 26.2 above.

- 27.2 Declarations shall be lodged at the RYCT Clubhouse office or in the Declaration Box at the Information Centre at Constitution Dock within 2 hours of the Finishing Time of the yacht or, should the office be closed at the expiry of this time, by 1100 hours after the next opening of the office.

- 27.3 A yacht which does NOT lodge a Declaration thereby acknowledges that it complied with Sailing Instruction 6.1 and 6.2.

28. RULE INFRINGEMENTS (Amends RRS 44, 63.1 and 64).

- 28.1 The Protest Committee may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule or sailing instruction, in accordance with instruction 29.
- 28.2 The Protest Committee may, at their discretion, disqualify a yacht that causes serious damage or injury to another yacht or its crew, or for an infringement of RRS 69.

29. ALTERNATIVE PENALTIES (Amends RRS 44, 63.1 and 64)

- 29.1 BEFORE CLEARING THE SYDNEY HEADS TURNING MARK Z.
- (a) For an infringement of a rule of RRS Part 2 that occurs from the preparatory signal until the yacht has cleared Mark Z, the 720° Turn Penalty of RRS 44.2 shall apply.
 - (b) For an infringement of a rule of RRS Part 2, after a protest hearing, a time penalty shall be corrected, being not less than 5 minutes, for each such infringement, added to the yacht's corrected time.

- (c) For a yacht that is a premature starter and fails to return and start, a scoring penalty under ISAF, RRS 44.3 of 30% shall apply.
- (d) A yacht that complies with instruction 29.1 (a) shall, in addition to completing the Declaration as required under instruction 27, notify Telstra Control when reporting its position at the first scheduled Radio Position Report (2005 hours on December 1998).

29.2 AFTER CLEARING THE SYDNEY HEADS TURNING MARK Z.

- (a) After a yacht has cleared the Sydney Heads Turning Mark Z, the Scoring Penalty of RRS 44.3 shall apply for an infringement of any rule or instruction.
- (b) A yacht which after a protest hearing is found to have infringed a rule of RRS Part 2 shall receive a penalty of 30%.
- (c) A yacht which fails to meet the requirements of Sailing Instruction 27 (Declarations) shall receive a penalty of 20%.

29.3 Where a penalty is not specified the Jury may at their discretion impose a percentage penalty from 10% to 40% in lieu of disqualification.

29.4 All penalties shall be computed as a percentage of the number of entries to the nearest whole number (round .5 upwards) in each category or division. Penalties shall be not less than 5 places for 40%, 4 places for 30%, 3 places for 20% and 2 places for 10%.

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

- 30.1** A yacht 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 redress.
- 30.3** The imposition of penalties will affect the placings of other yachts, which shall be advanced to fill all preceding places vacated by penalised yachts, subject to tied, elapsed or line honours results. If two or more yachts share the same placing after application of penalties, the yacht(s) with the least or no penalty shall be placed above the yacht(s) with the greatest penalty.
- 30.4** Placings for yachts eligible for the F.& J.Livingstone Trophy and the J.H. Illingworth Trophy shall not be affected by the imposition of Alternative Penalties.
- 30.5** The Race Committee may impose a penalty on a yacht without a hearing in respect of any rule infringements disclosed by a yacht in her Race Declaration, except that the yacht shall be entitled to a hearing when she satisfies the Protest Committee that an error may have been made.
- 30.6** A yacht which is an entry in the CYCA Blue Water Pointscore shall be scored for 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 race 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, 62).

32.1 Protests shall be in accordance with the RRS Protest Form.

32.2 Protests concerning eligibility of an entry shall be lodged at the CYCA Sailing Office within one hour of the conclusion of the Race Briefing commencing at 0900 hours on 24th December 1998.

32.3 Protests or requests for redress arising from the race shall be lodged at the RYCT Clubhouse Office or RYCT dockside Annex within six hours of the finishing time of the protesting yacht. If the office is closed at night, the protest or request for redress shall be lodged by 1100 hours on the following morning.

32.4 The Race Committee will, within 1 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, which shall be compliance with and notification to the parties under RRS 63.2.

32.5 The Protest Committee shall not be entitled to abandon the race as a consideration for redress.

32.6 The RYCT Office hours will be 0800 to 2000 hours on each day.

33. PYROTECHNICS STOWAGE

Immediately each yacht 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 yacht's stay.

(THIS IS A MARINE BOARD OF HOBART 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. CHANGE OF SAILING INSTRUCTIONS

35.1 Changes to instructions, if any, will be made in accordance with RRS 88.2 (c), and changes posted by 0900 hours on the day.

36. ADVERTISING

36.1 A Yacht shall comply with the Advertising requirements of the Notice of Race when racing.

37. OTHER CONDITIONS

37.1 The terms and conditions set out in the Notice of Race, not specifically referred to herein, that impose commitments on the Race Committee and obligations on a boat of continuing effect during the race are deemed incorporated in these instructions.

38. FUEL

The minimum fuel to be carried shall not be less than:-

$$\text{Litres} = \text{LWL (metres)} / 0.135$$

RADIO INSTRUCTIONS

39. RADIO RELAY SHIP (Telstra Control)

39.1 The "Young Endeavour" will be the Radio Relay Vessel, "Telstra Control" on board Young Endeavour will conduct radio skeds for position reports and safety schedules.

39.2 Telstra Control will assist yachts in distress by relaying traffic to the appropriate authorities. Telstra Control is not intended to tow, ferry crew, or relay private messages or telegrams, except when deemed necessary and under RRS 1.1. Private messages and traffic should be conducted through Telstra Maritime Coast Stations.

40. Spare Number

41. RADIO TRANSMISSIONS

41.1 The race frequency for all traffic, except recalls SI 20, will be 4483 kHz & 6227 kHz unless directed otherwise by Telstra Control.

Telstra Control will maintain a continuous listening watch throughout the race on 4483 kHz.

Young Endeavour will maintain a continuous listening watch on 2182 KHZ and VHF Channel 16.

41.2 FOR UNSCHEDULED RACE TRAFFIC YACHTS SHOULD CALL TELSTRA CONTROL ON 4483KHz.

41.3 A yachts shall maintain a listening watch on 4125kHz or VHF Ch 16 during the silence periods.

41.4 Should a yacht experience HF radio difficulties, every effort shall be made to contact either Telstra Control or another yacht on VHF Channel 16 to report the yacht's position. Thereafter a private schedule should be established with Telstra Control for another yacht to report the yacht's position on VHF prior to the commencement of the Position Report Schedules.

42. POSITION REPORT SCHEDULES - DAILY ROUTINE

42.1 DAILY POSITION REPORTS WILL BE CONDUCTED ON the race frequency (4483 kHz) as follows:-

2005 hours on the 26th December 1998,

0305,1405 and 2205 hours on the 27th December 1998

0305,1405 and 2205 hours on the 28th December 1998

0305,1405 and 2205 hours on the 29th December 1998

0305,1405 and 2205 hours on the 30th December 1998

0705,1845 and 2305 hours on the 31st December 1998

0705,1845 and 2305 hours on January 1, 1999

0705,1845 and 2305 hours on January 2,1999

42.2 The Position Report routine will be as follows:

- (a) Telstra Control will commence transmission on 4483 kHz 2 minutes prior to the sked time with a long tuning call and contact the secondary Telstra Control. All yachts shall tune their radios during this period and not during the schedule.

- (b) Telstra Control will provide a weather update, if to hand.
- (c) Each yacht when called shall give its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 0300 and 1400 hours, (not at the time of reporting). If the position is copied, the yacht name and its position will be repeated and the next yacht called without a break in transmission.
- (d) If Telstra Control does not repeat the position, or if the repeated position is incorrect, yachts affected shall stand by.
- (e) At the completion of the Radio Sked Telstra Control will call for relay of any missed reports. Yachts with outstanding position reports will then be called by Telstra Control, followed by calls from those yachts which have had their position incorrectly recorded. Telstra Control will call outstanding position reports on 6227kHz.

42.3 YACHTS RETIRED WILL BE CALLED BY TELSTRA CONTROL DURING THE SCHEDULES UNTIL THE YACHT ADVISES THAT IT IS SAFELY IN PORT. RETIRED YACHTS ARE REQUESTED TO RELAY THEIR POSITION AND ETA IN PORT. (Refer to Sailing Instruction 45.)

43. SAFETY SCHEDULE

43.1 At 2205 hours on the 27th December 1998 and each day thereafter until that time on the 30th of December 1998, Telstra Control will conduct a Safety Radio Schedule on the race frequency on 4483. Telstra Control will call outstanding position reports on 6227 kHz. After the December 30 1998 VIT 319 will conduct the safety sched on the race frequencies.

- 43.2** All yachts shall maintain a listening watch to receive:
- (a) an updated weather report, if to hand
 - (b) safety messages
 - (c) directions for INITIAL SEARCH PROCEDURES.

44. INITIAL SEARCH PROCEDURES

44.1 The following procedures will be initiated by the Telstra Control in the case of a yacht(s) failing to respond for two successive position report schedules.

44.2 The routine will be as follows:

- (a) Telstra Control will pre-warn the fleet at the Safety Schedule and request all yachts to maintain a listening watch on 4483 kHz and VHF Ch 16, followed by 6227.
- (b) The yacht(s) will be called by name on 4483 kHz VHF Ch 16 and 6227.
- (c) Yachts to relay to Telstra Control if necessary.
- (d) If there is no response from the called yacht, Telstra Control will ask the called yacht to ignite a WHITE hand held flare.

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

44.3 A YACHT WHICH FAILS TO REPORT FOR TWO SUCCESSIVE SCHEDULES AND CAN NEITHER RECEIVE NOR TRANSMIT ON HF OR VHF SHALL, AFTER MISSING THE SECOND SUCCESSIVE SKED, IGNITE A WHITE FLARE AT 2215 HOURS.

44.4 DISTRESS FLARES

Flares required by Australian Yachting Federation 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) 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.
- d) White hand-held flares. These burn for about one minute. They are internationally recognised "anti-collision" signals which illuminate your vessel and surrounding area with a very bright white light.

45. ADDITIONAL REPORTS FROM TASMAN ISLAND

- 45.1** The RYCT operating through VIT 319 will maintain a continuous listening watch on 4483 kHz and on VHF Channel 81 from the time that the leading yachts approach Tasman Island until the conclusion of the race.
- 45.2** When Tasman Is. bears 000° True each yacht shall call "HOBART RACE CHECK" on 4483 kHz or VHF Channel 81 and advise its rounding time and ETA at the finish (42 n.miles).
- 45.3** At the entrance to the Derwent River, each yacht shall call "HOBART RACE CHECK" on either of the above frequencies, and advise an updated ETA at the finish (12 n.miles).
- 45.4** Yachts shall continue to comply with the instructions for Position Reporting until they have cleared the Finishing Line. For Progressive Position Reporting it is imperative that yachts continue to give their latitude and longitude rather than merely broadcasting "in the river".
- 45.5** Calls to "HOBART RACE CHECK" shall not be made during the Position or Safety Schedules nor during silence periods.
- 45.6** The RYCT operating through VIT 319 will take over Radio Schedules once the Radio Relay Vessel has docked on December 31, 1998 on radio frequency 4483 kHz.

46. YACHTS RETIRING FROM THE RACE

- 46.1 A yacht retiring from the race shall advise Telstra Control at the first available opportunity, giving its position, reason for retirement, intended port of destination and ETA, together with any other relevant details.
- 46.2 Telstra Control will call retired yachts during Position Report skeds. Retired yachts are required to continue making position reports at each sked until arrival at their destination.
- 46.3 IT IS ESSENTIAL THAT RETIRED YACHTS IMMEDIATELY NOTIFY THE LOCAL PORT ORGANISATION (RVCP, AVCG) ON ENTRY TO THEIR PORT OF DESTINATION AND ENSURE THAT THE TELSTRA CONTROL, CYCA OR RYCT RACE CENTRES ARE ADVISED OF THEIR SAFE ARRIVAL IN PORT.

47. RADIO RESTRICTIONS

- 47.1 A yacht is not permitted to request, and a yacht working private schedules with other stations is prohibited from passing information in relation to weather conditions, the positions of other yachts or other race information, except where requested by the Telstra Control, or except as detailed in sub-paragraph 47.2 to 47.9. No restriction is placed on the receiving of weather information broadcast by Government or commercial stations, nor compliance with Sailing Instruction Appendix I Paragraph 7.
- 47.2 A yacht may be given express written authority by the Race Committee to broadcast a commentary, and in that event the following rules shall apply:
- (a) No reference shall be made during such a commentary relating to -
 - (i) weather conditions being experienced by the yacht other than in general terms.
 - (ii) the yacht's specific position or speed except generally by reference to the coastline features (without stating actual or estimated distance);
 - (iii) yachts in distress, urgency or emergency or wreckage sightings.
- 47.3 All information given shall be accurate (i.e. no deliberately false sightings or positions may be reported).
- 47.4 Subject to sub-paragraph 46.3 comment can be made about other yachts in view but it shall be accurate or, if uncertain, clearly qualified as such.
- 47.5 No information is to be given which may assist any other yacht to ascertain or improve its position except to the extent permitted in instruction 42 and 43.
- 47.6 The skipper of the yacht from which a commentary is broadcast shall be responsible for the detail and retain the text of the broadcast, and the yacht may be protested should it be considered that the terms of this rule have been breached.

47.7 The Protest Committee may impose a penalty at their discretion, up to disqualification, depending upon their judgement of the seriousness of the infringement, should they find that Sailing Instruction 46.1 has been breached.

47.8 Authority given to any yacht under this instruction may be cancelled by the Race Committee on any of the Position Reporting Schedules in which the yacht in question participates, without reasons being given. A cancellation so issued will apply to the yacht to which it is directed whether or not the transmission is received and shall have immediate effect.

47.9 These restrictions apply to all electronic transmission medium, including HF, VHF, mobile cellular telephones etc.

48. SEVERE WEATHER FORECASTS

Requests for and receipt of information regarding severe weather shall not be classed as an infringement of Sailing Instruction 47 nor RRS 41.

APPENDIX 1

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

1. PRE-RACE RADIO CHECK

1. Telstra Control will NOT accept pre race radio checks.
2. All yachts are recommended to carry out pre race radio checks with an appropriate station (ie. long distance and on all required frequencies) within 24 hours of the race start.

2. BATTERY CHARGING

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

3. RADIO PROCEDURES

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

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

1. All yachts should familiarise their crews with S.A.R. procedures, which are set out in the ANNUAL SUMMARY AUSTRALIAN NOTICE TO MARINERS.
2. Refer to Radio Instruction 44 as to the Radio Relay Ship instituting INITIAL SEARCH procedures.
3. S.A.R. authorities will not usually express concern or initiate search and rescue proceedings unless a yacht is CLEARLY OVERDUE, that is E.T.A. + 24 hours.
4. In the event of transmission difficulties, it is the responsibility of a yacht to make every endeavour to make contact with another yacht or coast station, and to report its position and situation by diverting from its course if necessary to make direct contact. Yachts must ensure that rescue authorities are not put to unnecessary procedure and that families are not put to stress and anxiety.

TELSTRA SYDNEY-HOBART RACE RECORDS

Open

Morning Glory H. Plattner Reichel/Pugh 80' 2d 14h 7m 10s 1996

Record for yachts less than 18.5m

Apollo S. Barrett Miller 57' 2d 22h 12m 19s 1975

Record for yachts less than 15.5m

BZW Challenge R. Roberts Corel 45' 3d 1h 25m 25s 1996

Record for yachts less than 12.5m

Rampage P. Packer Miller 40' 3d 4h 43m 3s 1975

Record for yachts less than 11.0m

Huon Chief H. Calvert Jennings 36' 3d 10h 30m 6s 1975

Record for yachts less than 9.5m

Plum Crazy T. Thomas Miller 30' 4d 1h 18m 16s 1975

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APPENDIX 2

Map of Starting Area, Course Boundaries
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