

ROLEX SYDNEY HOBART YACHT RACE 2009



SAILING INSTRUCTIONS

Sydney, Australia

26 December 2009



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



ROLEX SYDNEY HOBART YACHT RACE 2009

SAILING INSTRUCTIONS ALL TIMES AEDT (UTC + 11)

Conducted by Cruising Yacht Club of Australia

Cover photo: courtesy of ROLEX/Daniel Forster

Rolex Sydney Hobart Yacht Race 2009

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 2009-2012 (“**RRS**”) of the International Sailing Federation;
- the IRC 2009 Rules Parts 1, 2 and 3;
- the ORC Rules and Regulations 2009;
- the International Measurement System (“**IMS**”) Rules and Regulations 2009;
- 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, and 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 and Tasman Performance Pointscore, unless otherwise stated in these SIs, these SIs replace the CYCA’s club sailing instructions applicable to the race.

2. BRIEFINGS

2.1 Compulsory Race Briefing

Race briefings will be held on 24 December 2009:

- at 0900 hours and 1100 hours at the Cruising Yacht Club of Australia, located on New Beach Road, Darling Point, New South Wales;
- at 1800 hours at the Royal Yacht Club of Tasmania (“**RYCT**”), located on

Marieville Esplanade, Sandy Bay, Tasmania;

- at 1630 hours at Sandringham Yacht Club located at Jetty Rd, Sandringham, Victoria.

2.2 Compulsory Weather Briefing

The weather briefing will be held at 0830 hours on 26 December 2009 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), Howard Piggott, Sam Hughes, Roger Martin, 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 Kirkjian IJ (AUS) Chairman, Tony Mooney IJ (AUS), Selvam Mookken IJ (SIN), Egil Wold IJ (NOR), John Rountree IJ (NZL)

6. TIME OF START

1300 hours on 26 December 2009.

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 2010.

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, volunteer coastal stations 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 26.1.5(e)).

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 and PHS 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 2009 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.

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A boats 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.

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 2010, 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 50.2 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 (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

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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 2010 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 2009 until 1200 hours on 1 January 2010, 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 2009 until 1200 hours on 1 January 2010.

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 southern 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 2009 between 1130 hours and 1230 hours on race frequency 6516kHz.

18. STARTING LINE

18.1 There shall be two starting lines, designated 'southern' and 'northern'. Boats shall start on the starting line allocated to them by the Race Committee. Start line allocations will be placed on the Official Notice Board prior to 0900 hours on 24 December 2009.

The southern starting line will be in the vicinity of Steele Point and runs approximately NW to SE.

The northern starting line will be approximately parallel to and approximately 0.2nm to the NE of the southern 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.

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- 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 "Round an End 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 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 starting line, the northern 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 starting line do not proceed any further South than the southern starting line and its extensions; and
- boats allocated to the southern starting line do not proceed any further North than the southern 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 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.

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.

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.

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.

20. RECALLS

20.1 Individual recalls will be signalled in accordance with RRS 29.1 from the relevant race committee signal vessel on the 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.

20.3 A boat subject to recall will be identified by the relevant race committee signal vessel by radio on VHF 72 for the northern start line and VHF 71 for the southern start line. SUCH RADIO RECALL INFORMATION WILL BE 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 A 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

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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 three turning marks, two at Sydney Heads, Mark X and Mark V, and a seaward mark, Mark Z. Mark X will be a 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 Rolex buoy positioned approximately 0.2nm bearing 000° True from Mark X.

Mark Z will be a 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.

- 21.3** Mark vessels may be stationed in the vicinity of Marks X, V and Z.
- 21.4** A boat touching a starting mark, or Mark X (if it is assigned the southern starting line) 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 Mark Z (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 22.3

- 22.2** For boats that are assigned the southern starting line:

Start - to Mark X (s) - to Mark Z (s) and thence as per SI 22.3

- 22.3** For all boats, 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)
- 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.

- 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.

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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 motor 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 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 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 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 5 days and 22 hours after the start of the race.

26.4 After 1000 hours on 2 January 2010 the finishing box may not be manned. A

boat finishing after this time shall record its own finishing time and lodge a Declaration, unless its finish is acknowledged by a sound signal from the finishing box.

27. DECLARATIONS (Amends RRS 63.1)

27.1 A boat (including a boat in the Cruising Division that does not lodge a declaration under SI 27.2) shall lodge a Declaration on the prescribed form ONLY when:

- (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 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.

27.2 A boat in the Cruising Division may lodge a Cruising Division Declaration in the prescribed form after finishing. A boat that fails to do so will be scored zero points.

27.3 Declarations shall be delivered at the RYCT Clubhouse office or in the Declaration Box at the RYCT Liaison Centre at Constitution Dock within six hours of the finishing time of the boat. If the office is closed at the expiry of that time, the Declaration shall be delivered by 1100 hours on the following morning.

27.4 A boat which does NOT lodge a Declaration thereby acknowledges that it complied with the NoR and these SIs.

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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.

28.2 The International Jury may, at its discretion, disqualify a boat that causes serious damage or injury to another boat or its crew or for an infringement of RRS 69.

29. ALTERNATIVES PENALTIES

(Amends RRS 44, 63.1 and 64)

29.1 BEFORE CLEARING SYDNEY HEADS TURNING MARK Z.

- (a) For an infringement of RRS Part 2 that occurs after the Preparatory Signal and prior to the boat clearing Mark Z, the Two Turns Penalty under RRS 44.2 shall apply.
- (b) A boat which is found after a protest hearing to have infringed RRS Part 2 after the Preparatory Signal and prior to the boat clearing Mark Z, 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 (2005 hours on 26 December 2009).

29.2 AFTER CLEARING SYDNEY HEADS TURNING MARK Z.

- (a) After a boat has cleared Mark Z, the Scoring Penalties of RRS 44.3 shall apply for an infringement of RRS Part 2 or these SIs.
- (b) A boat which is found after a protest hearing to have infringed RRS Part

2 after clearing Mark Z shall receive 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 from 10% 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. 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 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 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** Placings for boats 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 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.

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30.6 A boat which is an entrant in the CYCA Blue Water Pointscore and Tasman Performance 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 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 1100 hours on 2 January

2010, 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 26.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
- IRC Rule 26.6.2.2: 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 27.4.1: 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 RRS

- RRS 41: Whilst racing a boat may retrieve data from the standings pages of the event website or from http://rolexydneyhobart.com/standing_s_lite.asp, even if those pages are not publicly available.

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- 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.
- 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 61.3: There is no time limit on protests by the Race Committee or the International Jury. No other protests may be delivered after 1100 hours on 2 January 2010, 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 89.2(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.

38. TRACKING UNIT

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

39. 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 Section 11, Distress Communication, of the Marine Radio Operators Handbook.

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

40. RADIO TRANSMISSIONS

40.1 The primary race frequency for all traffic, except recalls (SI 20), will be 6516 kHz. 4483 kHz is to be available as a secondary frequency and for the 0005 listening schedules and used as directed by "JBW".

"JBW" will maintain a continuous listening watch throughout the race on 6516 kHz and Channel 16.

40.2 For unscheduled race traffic, boats should call "JBW" on 6516 kHz.

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 "JBW" or another boat on VHF Channel 16 to report the boat's position. Thereafter, a private schedule should be established with "JBW" for another boat to report the boat's position on VHF prior to the commencement of the Position Report Schedules.

41. POSITION REPORT SCHEDULES

41.1 Daily position reports will be conducted on the race frequency (6516 kHz) as follows:-

- 2005 hours on 26 December 2009
- 0735 and 1705 hours on each subsequent day

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.

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41.2 The position report routine will be as follows:

- (a) "JBW" will commence transmission on 6516 kHz 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 as follows: its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 2000 on 26 December 2009 and at 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 and on the secondary race frequency (4483 kHz) at 0005 each day from 27 December 2009 until 2 January 2010. 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.

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

- 44.1** On approaching 37° 15' South a boat is to assess whether:
- (a) its HF Radio is operational and has a signal strength fit for the ensuing 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.

- 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.

Boats which are not recorded by either "JBW" or Hobart Race Control as having complied with SI 44.1 and SI 44.2 shall be recorded DNF (amends RRS 63.1).

- 44.3** Boats that knowingly make 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

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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 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".

47.5 Calls to "HOBART RACE CONTROL" under SI 47 shall not be made during the position report or during silence periods.

47.6 Hobart Race Control (RYCT) operating through VIT 319 will take over Radio Schedules once the Radio Relay Vessel has docked on 30 December 2009.

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 (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 6224 5386 or by telephone on 03 6224 5393 or 03 6224 5392; and
- (c) notify "JBW" by fax on 0011 870 761 142 977 or by telephone on 0011 872 761 142 975, or 0428 613 031 or 0416 130 132

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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(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 race information, 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 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.

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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 on 8176 kHz as follows:

Station	Time
Coast Radio Sydney	0057, 1157
Coast Radio Melbourne	0957, 1357
Coast Radio Hobart	1657

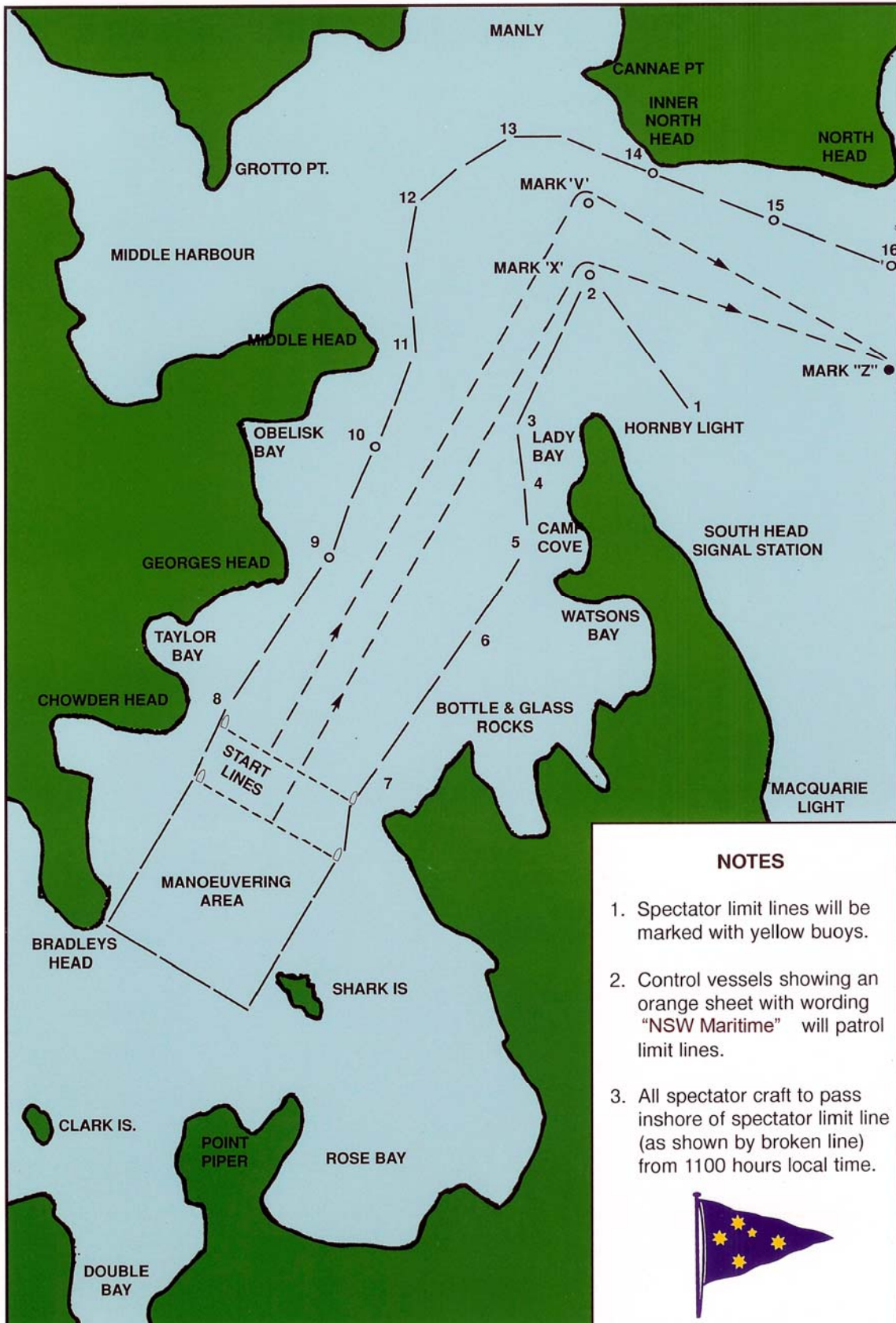
The Volunteer Marine Rescue Association through the Volunteer Coast Guard and the Volunteer Coastal Patrols generally monitor VHF CH 16, 27.88 kHz and 2182 kHz during daylight hours but a 24 hours service is provided by some stations.

IMPORTANT

When entering and leaving ports, it is important to contact the local 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
Tascoast Radio	East and Southern TasCoastal Waters	0810 1810 0820 1820	VHF 21, 81 4483
Coast Radio Hobart	Southern Tas Coastal Waters	0745, 1345, 1903	VHF 67,68 2524, 4146, 6227
RVCP Eden	Bass Strait Oil Rigs	0720, 0920, 1250, 1520, 1720, 2120	VHF 16

2. Royal Volunteer Coastal Patrol (VHF 16) – Weather on Request from the following stations:-

Sydney Kioloa Wollongong Broken Bay Shoalhaven (24hr) Jervis Bay Sussex Inlet Ulladulla (24hr)	Moruya Narooma (24hr) Merimbula Eden (24hr)
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3. Australian Volunteer Coast Guard (VHF 16 and 73) – Weather on Request from the following stations:

Port Jackson Port Hacking Port Kembla (24hr) Mallacoota	Botany Bay Bellambi Bermagui (24hr) Lochs Port
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SYDNEY HOBART RACE RECORDS

LOA	Boat	Owner	Class	Elapsed Time
Open	Wild Oats XI (2005)	R Oatley	30m Maxi	1d 18h 40m 10s
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	Secret Mens Business 3 (2008)	G Boettcher	Reichel Pugh 51	2d 7h 10m 28s
< 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

Declaration Form

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

TO THE RACE COMMITTEE
ROLEX SYDNEY HOBART YACHT RACE 2009

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: _____
while sailing in the Rolex Sydney Hobart Yacht Race 2009.

I declare that during the race the following Rules were **NOT** observed and an explanation follows:

Was a yellow flag flown during the race to acknowledge infringing a rule? _____
(Refer RRS 44.3)

Finish Time Details:

Date: _____ Time: _____

Corrected Finish Time: _____

Signed: _____ Print Name: _____
(Owner/Charterer/Skipper/Representative)

Witnessed: _____ Yacht Club: _____
(Crew Member)

Declaration Received (Office Use)
Date: _____
Time: _____
By: _____