



Australian Three Peaks Race

RACE RULES 2015

Latest! - Entry deadline changes marked in Green pages 13-14)

Conducted by the
Mersey Yacht Club Inc
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Australian Three Peaks Race Inc.

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THE AUSTRALIAN THREE PEAKS RACE 2015

The 2015 Australian Three Peaks Race is organised and conducted by the Mersey Yacht Club Inc, the organising authority, under licence from Australian Three Peaks Race Inc. Australian Three Peaks Race Inc retains ownership of the registered trademark for the name "Australian Three Peaks Race" and the logo design as shown.



Competitors will not be limited in the use of the logo where its use is in promoting the race and the Race Committee has granted approval. **The Race logo can NOT be changed in its appearance and style**

1. RACE RULES - GENERAL

1.1. Team Responsibility

Notwithstanding these Race Rules, or any decision made by the Race Director or the Race Committee to continue the race in adverse conditions, it shall be the sole responsibility of the owner and/or skipper to decide whether or not to start or to continue to race.

The safety of the yacht, its crew, insurance and the entire management of the team shall be solely and inescapably the responsibility of the owner and/or skipper of each yacht. It is the responsibility of the owner and/or skipper to ensure that in all respects the yacht is ready for sea.

The establishment of these Race Rules in no way limits or reduces the complete and unlimited responsibility of the owner and/or skipper of each yacht.

The Race Committee and its officers organise this race under these Race Rules, but shall not be responsible for any damage to, or loss of, property belonging to competitors, owners, their family, guests, visitors or spectators. Nor will the Race Committee accept any responsibility or liability for personal injury or damage arising out of participation in this race, whether or not the damage or injury was occasioned by any neglect, default or omission on the part of the organisers or their servants.

1.2. General Concept

The nature of the race is to allow teams to race in an open event on sea and land with the winner being the first team to finish according to the rules.

1.3. Nature of the Race

The Race Committee draws the attention of competitors to the particular nature of the race that is both arduous and hazardous. The race involves some 317 nautical miles of sailing, through some of the most difficult waters on the East coast of Australia. It incorporates 133 kms of running and

walking which includes the climbing of the three mountains, Mt Strzelecki, Mt Freycinet, and Mt Wellington where extreme conditions, including snow, are frequently encountered.

1.4. Start Date and Time

The race starts on Friday, March 6th, 2015 at 1930 hours approximately – depending on Tasports requirements.

1.5. Clarification of procedures: Denison Canal

Tasmanian Ports Corporation (Tasports) and Marine and Safety Tasmania (MAST) have raised concerns in the past over entering Blackman Bay in times of rough weather conditions.

Denison Canal is NOT a designated part of the course. Its use is completely at the discretion of the skipper. However, teams choosing this route are responsible for observing any rules or instructions that come into play.

Competitors are advised of the absolute right of MAST to officially close the Narrows entrance from Marion Bay at any time. Teams ignoring such an instruction will be in violation of the law and will be **DISQUALIFIED** from the race.

Should the Marion Bay Narrows be considered impassable the Race Organisers will advise skippers at the race briefing or, if the race has commenced, cause a broadcast to be made immediately to all competitors announcing the decision to close this part of the course. Your observance of this condition is expected unreservedly.

Please assist the race by strictly observing these conditions. It would remove one of the challenges and a most intriguing aspect of the race if the race were to lose the right to use the Denison Canal because competitors failed to observe the requirements of the authorities.

You are also referred to the race rule prohibiting the use of piles for mooring against or using them for kedging assistance and the rule referring to opening times.

1.6. Contacts for Information

If you have any queries or would like clarification on any matter, please do not hesitate to contact the following people:

Terry Travers, Chairman

0408 188 683 Mobile
(03) 6427 8969 (W)

Email terry@threepeaks.org.au

Raoul Stow, Race Director

0417 351 423 Mobile

Email raoul@threepeaks.org.au

1.7. Questions about Rules

Written questions concerning the race or these Race Rules should be addressed to the **Race Director** at the **Race Office**.

1.8. Race Office Postal Addresses

The Australian Three Peaks Race
Mersey Yacht Club Inc
PO Box 343E
EAST DEVONPORT TAS 7310
Email: info@threepeaks.org.au

1.9. Minimum equipment requirements

The equipment listed in Appendices I, II and III are minimum requirements. Prudent competitors will wish to take extra items of both sailing and mountaineering equipment. It is recommended that a minimum three-person dinghy be carried aboard each yacht and a towing bridle enabling a yacht to be towed or your yacht to be towed making the main winches the strong points for towing.

1.10. High standard of safety for competitors

The Race Committee points out that these Rules have been drawn up to minimise risks and to ensure a high standard of safety for competitors. The Race Committee also wishes to point out the arduous nature of the race and that it is the duty of each competitor to ensure that he or she is fit enough to carry out all the tasks required of a competitor.

It is recommended that at least one member of the sailing crew holds a valid Yachting Australia certificate for the Survival and Sea Safety Course (SSSC).

1.11. Obligation to read the Race Rules

One copy of the Race Rules is provided to the entrant representing the team. Entrants are required to ensure that all members of the team have read these Race Rules thoroughly prior to the start of the race and that each member has signed the **INDEMNITY FORM, DISCLAIMER AND NOTICE OF INTENT** to declare they have done so.

1.12. Declaration of Intent

The Race Committee expects every competitor to honour the **INDEMNITY FORM, DISCLAIMER AND NOTICE OF INTENT** signed by all competitors by the morning of the race, agreeing that each shall abide by these Rules.

1.13. Race Briefing

A **Briefing Session** will be held on the afternoon of the start of the race at 1500 (3pm) at the Mersey Yacht Club Inc, or at an alternate location advised prior to 12 noon. Skippers will be informed on any matter including weather forecasts, water points for runners, etc., which could affect any part of the running of the race. Skippers are able to raise any last minute points for clarification with the Race Officials. Refer Rule 2.5.3. Pre-Race Briefing.

1.14. Personal Safety Equipment

It is a requirement that each team member have at least the following personal safety equipment attached at all times to their sea-going clothing.

Whistle,

Waterproof emergency strobe light.

1.15. Race Logo for Major Race Sponsor

Entrants are reminded of the requirement of the Rule that requires space to be available to place the race number and any logo of the race sponsor on each side of the yacht hull near the bow **and space on either side of the boom for a boom sticker.**

1.16. Performance based Section

A special prize will be awarded for the best team's performance on the water for overall sailing time. This will be based on a yacht's potential performance based on its effective length, sail area, displacement, whether it has a masthead or fractional rig and the year of construction. Refer Rule 2.1.10. Handicaps.

1.17. Race Trophies

1.17.1. Main Trophies

- Line Honours
- Tilman Trophy

Other Trophies

- Performance handicap section - monohull.
- Corporate and Services Challenge section.

The Race organisers reserve the right to change or vary a rule prior to the race start. Any late rule change will be notified at the Pre-Race briefing.

Where the Race Committee considers during the race that, because of prevailing weather or sea conditions or for any other reason, the safety of one or more yachts or competitors could be unduly compromised, the Race Committee may issue instructions to vary these rules accordingly. Penalties otherwise prescribed will not apply. Competitors have a right to seek redress should they consider that their race results have been prejudiced.

1.19. Social Functions

A pre-race Welcome Party at the Mersey Yacht Club Inc is planned for the Thursday evening prior to the Friday start. A Presentation Dinner for reminiscing and the presentation of trophies will be scheduled in Hobart shortly after the finish. Details of all functions will be promulgated prior to the close of entries.

1.20. Internet Home Page

Further information showing teams entered, last year's race results and much more can be obtained from our Internet Home Page that is at - www.threepeaks.org.au

1.21. Media Rights and Restrictions

Entrants are advised that the conditions of entry include that all competitors acknowledge that the Mersey Yacht Club Inc and Australian Three Peaks Race Inc. owns all media rights to the Australian Three Peaks Race and may exercise those rights as it sees fit.

No entrant or crew member or representative will enter into or be involved in any media dealings in respect of the Australian Three Peaks Race either before, during or after the event without written consent of the organising committee. Any breach of these conditions may lead to the rejection, withdrawal or disqualification of the race entry. This does not limit the right of the Mersey Yacht Club Inc to take any action it sees fit to enforce compliance with these conditions.

Media dealings in relation to competitors' sponsors are permitted with approval of the Race Committee.

1.22. Trademark Restriction

The "Australian Three Peaks Race" is a registered trademark of Australian Three Peaks Race Inc and the use of the trademark is absolutely restricted and limited to use by or with the consent of Australian Three Peaks Race Inc or the Mersey Yacht Club Inc under its licence.

2. THE RACE

2.1. Eligibility

2.1.1. All yachts

To be eligible, a team entry can be any well-found, seaworthy sailing yacht, either a monohull or multihull, with a minimum overall hull length of 8.5 metres.

2.1.2. Minimum age of competitors

Applications that include competitors of less than 18 years of age cannot be accepted.

2.1.3. Numbers of crew

Subject to [Rule 2.12.](#), the total crew of a yacht shall consist of **SIX** persons including the runners. For smaller yachts the race committee may allow on written application three sailors rather than four. **Two-handed sailing teams will be acceptable subject to the following conditions;**

1. **Yachts shall be genuinely equipped for two handed sailing. Compliance with SSAA requirements or similar will assist in acceptance of the yacht for two-handed entry**
2. **Prospective two-handed skippers shall submit details of their entry early, but in any case no later than two weeks prior to the close of entries, for assessment by the race committee and safety officer.**
3. **Sailors shall submit details of their sailing, and short-handed sailing, as part of the entry details for assessment**
4. **If accepted for entry, short-handed crews shall institute training with their running crew so that runners can perform basic boat handling tasks in the event of an emergency. Evidence or statutory declaration of this training shall be provided prior to the yacht being allowed to start.**
5. **The decision of the race safety officer and race director to allow or reject a proposed two-handed entry is final and cannot be appealed. It is therefore in the interest of potential two-handed sailing entrants to make early contact with the committee to facilitate their entry.**
6. **An autopilot is acceptable for two-handed entrants.**

2.1.4. Engines

The race is for sailing yachts fitted with auxiliary engines that, in the event of an emergency, can motor to safety in heavy or storm conditions. Otherwise, engines may only be used as specified or as otherwise instructed or directed by the Race Officials.

2.1.5. Use of Engines

The use of engines other than as allowed by these Race Rules will be regarded as a voluntary retirement.

2.1.6. Yacht Safety

The race is the equivalent of three Category 3 races as described in the Special Regulations of the Yachting Australia's "Racing Rules of Sailing". However, each yacht is required to have additional items as per the list below:

- Gastrolyte or an equivalent, shall be included in the Medical kit.
- An in-service liferaft(s) capable of carrying the whole crew. 406 MHz Personal Locator Beacon for each crew member is recommended.

2.1.7. Scrutineering

Yachts must be seaworthy and properly equipped to compete. The yacht must conform to the minimum standards as laid down in APPENDIX I, APPENDIX III and APPENDIX V.

2.1.8. Safety Auditing of Yachts

- (i) All yachts competing in the race may be audited by an Equipment Auditor appointed by the Race Committee to ensure that the yacht is seaworthy and properly equipped. A copy of the **Safety Compliance Check List** used by the Equipment Auditor is attached at APPENDIX V on page 35.
- (ii) Any yacht that, in the opinion of the Race Director, is not fit to undertake the race will not be allowed to start.
- (iii) Safety audits of the yachts will start on the weekend immediately prior to the start of the race. Officials at the Devonport Race Office shall undertake the compulsory check of the runners' equipment.
- (iv) Skippers are requested to have readily available the equipment listed in the Appendices to these Rules. This will save time for both the Skipper and the Equipment Auditor.

2.1.9. Life-raft Certificate

The skipper or owner will be required to show a copy of a **valid life-raft** certificate to the Equipment Auditor.

2.1.10. Handicaps

Performance Section monohull yachts will also race using a performance handicap based on the following formula.

Note: Runners times are not taken into account.

The formula is based on the sailing times for the three sailing legs and the overall sailing time and applies only to monohull yachts.

All relevant yacht measurements are to be provided on the Entry Form. The formula is expressed as

$$\text{Rating} = 0.15 \times \frac{(\text{EL} \times \text{SA})}{\text{Disp}^3} + 0.2 \times (\text{EL} + \text{SA})$$

$$\text{TCF} = \frac{(\text{Rating} / 0.3048) + 3}{10} - \text{AA} + \text{MHK}$$

Where:

EL = Effective Length (Average of LOA and LWL)

LOA = Overall Length

LWL = Loaded Waterline Length

Disp = Displacement in tonnes

SA = Area of the mainsail and the fore triangle.

Rated or measured yachts will be able to supply the measurements for "P", "E", "I" and "J" to calculate sail area.

AA = Age Allowance (.001 for each year)

MHK = Masthead Spinnaker on fractional rig (Sail area + 5%)

Should any entrant in the Performance Section not provide to race officials all measurements required to calculate the TCF prior to 12 noon on the day of the start of the race then they will forfeit their chance for award in this Section.

2.1.11. Third Party Insurance

The skipper or owner will be required to provide a **"Letter of Currency"** documenting proof of Legal Liability/Third Party Insurance for their yacht. Minimum Third Party coverage must be ten million dollars (\$10,000,000). Insurance must cover the yacht until such time as it returns to its home port.

2.1.12. Sponsorship/Advertising

With each entry application form, teams shall provide the full names of all their sponsors together with any slogan to be used and brief description of their sponsor's business to be used in publicity.

The Race Committee will not accept the entry of any team which, in the Committee's opinion, is carrying or will carry advertising for a company, organisation, service or product or a sponsor's name and/or slogan which is considered to be in conflict with the event sponsors, be unethical, of a political nature or contrary to government regulation.

2.2. Logos/pennants/flags

Competing yachts MUST display, as and where directed by the Race Organisers, any race or sponsor's logos/pennants/flags.

A space of the dimensions 1500 mm X 600 mm on each side of the hull adjacent to the bow of each competing yacht must be made available for the Race Organisers to have the race number and the name of the race sponsor shown.

Example of port and starboard layouts for race number stickers and sponsor stickers are as shown below. Crews are advised that the best application procedure is to clean the area of any salt or oil residues with Windex or similar product with a clean rag prior to positioning the stickers. Do not

use soapy water to assist in the positioning of the stickers as they will not dry out and the stickers will be lost, probably before leaving the Mersey River. ns)



2.3. Other Race Information

2.3.1. Entries

- (i) The number of entries will be limited to a maximum of 20, plus any additional entries at the invitation or discretion of the Race Committee.
- (ii) In order to secure an entry position a team **MUST** lodge an Expression of Interest form (download from website). The Expression of Interest is now a pre-requisite to obtaining an entry into the event.
- (iii) **Deadline for submitting Expressions of Interest is December 6th.**
- (iv) Expressions of interest, and consequently a race entry, will not be available after December 6th.
- (v) Following lodgement of an expression of interest, completed entries can be finalised up until February 8th.
- (vi) Changes to crews can be made after December 6th provided details of the individuals' preparations are lodged with the committee and accepted as being sufficient for the rigours of the event.
- (vii) **Late entries will not be accepted.**
- (viii) Those wishing to enter may do so online, or post their **EXPRESSION OF INTEREST FORM** to:
The Race Office
The Australian Three Peaks Race
Mersey Yacht Club Inc
PO Box 343E
East Devonport Tas 7310
- (ix) Forms will be accepted in the order of receipt.
- (x) In the event that more than the allowed number of entry requests is received, a waiting list will be established. When an entrant on the waiting list is notified of a vacancy the entry must be confirmed within five days.
- (xi) Entry fees will be returned for those placed on the waiting list not securing a place.
- (xii) **The entry list will be closed at 1700 hours on the Saturday, 6th December 2014.**
- (vii) An entrant can opt to change the entered race section (e.g. add corporate challenge) at any time prior to 1800 hours on the day before the race starts.

2.3.2. Entry Fee

- (i) The Entry Fee is one hundred and ten dollars (Aus\$110.00) per person paid as an accumulated amount by the Team Leader, (less Expression of Interest discount).
- (ii) The Race Committee reserves the right to refuse any entry on the grounds that the entry is considered detrimental to the interests of the race.

2.3.3. Radio Communications

Radio communications will be carried out on the maritime VHF and MF/HF networks. Full details are described in APPENDIX III.

2.3.4. Before Start of Race

- (i) Yachts competing in the race must reach Devonport not later than 1200 hours on the Thursday immediately preceding the race start.
- (ii) Any yacht arriving late MAY be penalised an amount equal to 50% of the time it is late and this will be added to the yacht's total time for the race.
- (iii) In addition, safety auditing of yachts and kit checks for runners will cease at 1800 hours on the Thursday immediately preceding the race start.
- (iv) Any crew experiencing difficulty meeting this deadline MUST APPLY IN WRITING TO THE RACE DIRECTOR TO SEEK DISPENSATION.

2.3.5. Race Office

Prior to the start of the race, the Devonport Race Office will be in the Mersey Yacht Club Inc at Esplanade East Devonport (Phone: (03) 6427 8655). The Devonport Race Office will be open from 12.30 p.m. until 5.00 p.m. from the Wednesday before the race, 9.00 am to 5.00 pm on Thursday and will be open from 8.30 am until 4.30pm on Friday, the start day of the race.

After the start of the race, the Race Office will be located with the Hobart Race Marshals located adjacent to Constitution Dock.

2.3.6. Registration

Skippers are required to report their arrival at Devonport and register for the race with race officials as soon as possible upon arrival to arrange their yacht safety audit, runners' kit checks and lodge any outstanding documents.

2.3.7. Tilman Trophy

Every team will be automatically entered as a competitor for the Tilman Trophy. Each Tilman Trophy entrant should produce either a Birth Certificate, Passport, Driver's Licence or similar official document as proof of age.

Age in years for Tilman Points is the competitor's age on the start Friday.

Failure to provide proof of age by any team member prior to 12 noon on Good Friday may result in the committee allocating an age value of 30 years (zero age points) for that team member.

2.3.8. Yacht Trackers

Yachts **will** be required to install satellite yacht trackers supplied free of charge by the organisers. Where trackers are installed it is a requirement that they remained switched on for the duration of the race. At the conclusion of the race trackers must be returned to the organisers. The committee must be provided full details in writing by the skipper of the circumstances that incur any loss or damage sustained to a yacht tracker. A team may be charged for the loss or damage sustained to the tracker.

2.3.9. Runner Trackers

A team's runners **will** be required between them to carry one satellite tracker supplied free of charge by the organisers. Runners' trackers will be switched on in tracking mode just for the duration of each running leg. At the conclusion of the race runner's trackers must be returned to the organisers. The committee must be provided full details in writing by the skipper of the circumstances that incur any loss or damage sustained to a runner's tracker. A team may be charged for the loss or damage sustained to the tracker.

2.4. Race Start

2.4.1. Start Time

The race is scheduled to start at **1930 hours** local time on Friday 6th March subject to port operational requirements.

2.4.2. Start Line

The start line will be situated just inside the mouth of the Mersey River on a line laid generally east-west across the river just north of Mussel Rock. (Details to be promulgated after consultation with Tasports and Marine and Safety Tasmania.) The fleet will be divided in to two fleets based on speed potential and manoeuvrability.

Once we are in the starting sequence, the faster boats will be required to remain upstream while the slower boats prepare for their start. The five minute gun for the slower fleet will be the 10 minute gun for the faster fleet.

After exiting the Mersey River heads all yachts will be required to leave a turning mark located off the Mersey Bluff to starboard to enhance the spectator experience.

The leg time will be adjusted for all yachts on arrival at Lady Barron to reflect their true elapsed time.

The race flag is the flag of the naming rights sponsor or other flag advised at the race briefing.

2.4.3. Starting Signals

The following sequence of signals will be made to mark the start of the race.

<u>Time</u>	<u>Visual Signal</u>	<u>Sound Signal</u>
10 minutes before start	Code Flag P hoisted	One Gun or sound
5 minutes before start	Welsh Flag hoisted	One Gun or sound
	Code Flag P lowered	
Start (first group)	Welsh Flag lowered	One Gun or sound
Second Start (5 mins later)	TBA	TBA

Followed by the ceremonial raising of the Tasmanian Flag.

At the first signal, ten minutes before **their respective Starts**, engines of competing yachts must be stopped and only members of the teams who are competing in the race, or officially sanctioned persons such as TV cameramen, may be on board.

At the Start Signals, all competing yachts must be to the South of the Start Line. Yachts will only be regarded as having started the race when they cross the Start Line in a Northerly direction after the Start gun or sound.

In the event of the failure of the Gun or Sound, the lowering of the Welsh Flag and **xxxx(2nd signal)** will indicate the start.

2.4.4. Recalls

The Race Start Officer will indicate a recall by promptly displaying the Code Flag "X" accompanied by one sound signal.

Any yacht crossing the Start Line prematurely which fails to return to the satisfaction of the Race Start Officer, will be advised by a radio call on the VHF race frequency (Channel 73) made approximately 10 minutes after the start.

2.4.5. Premature Start Penalty

Any yacht starting prematurely and failing to respond to recalls to start the race correctly **DELETE First to Low Head Trophy and** will be penalised **FOUR HOURS** by having the time penalty added to the sailing leg to Lady Barron elapsed time.

2.4.6. Postponement of Race Start

In the event that forecast or actual gale force winds exceed an average speed of 35 knots at the mouth of the Mersey River, the Race Director may delay the race start time until more appropriate weather conditions exist.

A delay to the start may also occur should commercial shipping in the Mersey River or other reason necessitate a postponed start.

Competitors will be advised of the postponement by the hoisting of Code Flag AP possibly accompanied with a sound signal. An announcement will be made on VHF Ch 73. When Code Flag AP is lowered a further sound signal may be made, an announcement will be made on VHF Ch 73 and the normal start sequence will commence with the 10 minute warning signal made one minute after the removal of Code Flag AP.

Signals will be made from the wharf starting position.

2.5. Race Controls

2.5.1. Timing

The recorded time taken for a running leg is when the last member of the running team arrives at the check-in point or crosses the **Finishing Line** at Hobart.

2.5.2. Observance of Checkpoints

These routes have been checked for the safety of competitors and to give a limited search area. All land-based check points must therefore be observed by runners.

2.5.3. Pre-Race Briefing

- (i) The briefing on the morning of the race must be attended by the Skipper and one of the runners from each team as a minimum.
- (ii) Entry to the briefing will be subject to the handing-in of completed **Indemnity Form, Disclaimer and Notice of Intent.**

2.6. The Course

2.6.1. Devonport to Lady Barron

Yachts may proceed by any route from the Devonport Bluff turning mark to Lady Barron except that all yachts must pass to the south of Little Dog Island.

2.6.1.1. Finish Line for Yachts at Lady Barron – NEW DEFINITION

At Lady Barron on Flinders Island proceed through a transit between the north western tip of Green Island just offshore from the township, and the Eastern end of the main wharf. Competing yachts must pass through the transit within approximately 50 metres of the wharf, which can be from either direction, before starting motors and proceeding to the disembarkation point. A lit buoy MAY be in the approximate position 50 metres from the wharf. The sailing time finishes when the last runner reaches the check-in point. (Subject to paragraph [2.17.2. Alternative disembarkation of runners at Lady Barron](#)).

2.6.1.2. Alternate Finish Line for Yachts at Lady Barron

In the event of extreme weather conditions such as dead calm or gale force wind conditions, competitors will be advised that the alternate finishing point for Lady Barron will be when yachts pass due south of Pigs Head Point. Yachts will be required to take their time at that point and at the earliest opportunity advise Lady Barron Race Control. Rule [2.13.2. Five](#)

Minute "Time Out" will be varied to include the time taken from Pigs Head Point to when the runners depart on the Flinders run.

2.6.1.3. Runners at Lady Barron

Runners may select which way they will run the land route, clockwise or anticlockwise. However, runners **MUST DESIGNATE** their chosen route to the Marshals at the time of the compulsory five minute "time-out" for the Equipment Check.

The usual route is to follow the Coast Road to Badger Corner, turning left onto the Badger Corner Road and onto the four-wheel drive coastal track that connects with Big River Road. Ensure that the track marked with the arrow sign is followed. Follow the Big River Road until it becomes Trousers Point Road and thence to the walking track which is signposted at the base of Mt Strzelecki.

Having scaled the mountain and returned to the signpost at the base of the mountain, turn right and follow the Trousers Point Road North to connect with the Lady Barron Road. Turn right and follow the road until you reach the Coast Road. Turn right again and follow this road until you reach Lady Barron.

2.6.2. Lady Barron to Coles Bay

2.6.2.1. Sailing Start Line at Lady Barron

The start line for yachts for the second sailing leg to Coles Bay at Lady Barron is the finish line of the first sailing leg. The line may be crossed in either direction.

2.6.2.2. Finish Line for Yachts at Coles Bay

The transit line for the approaches to Coles Bay jetty is between the end of the jetty and a buoy laid approximately 50 metres due South of the jetty. The transit must be passed through before motors are started to allow a landing at the jetty. The sailing time finishes when the last runner reaches the check-in point.

2.6.2.3. Runners at Coles Bay

The runners who are to climb Mt Freycinet should be disembarked at the main Coles Bay jetty.

After the compulsory five minute "time-out" for the Equipment Check, runners proceed via road, track and beach to the South-Eastern end of Wineglass Bay and then follow the Peninsula Track South via Mt Graham to the turn-off (right) onto the minor track to the summit of Mt Freycinet.

Having scaled Mt Freycinet, runners continue along the Peninsula Track to Cooks Beach, turning North to Hazards Beach, thence onto the Isthmus Track. From the North-West corner of Wineglass Beach follow the track to the Fisheries between Mt Amos and Mt Mayson and onto the road into Coles Bay. Proceed to the main Coles Bay jetty for re-embarkation.

2.6.2.4. Yachts Waiting

While the runners are away, marshals may direct yachts to leave the jetty should it be determined that there are too many there and crowding could cause difficulties or compromise safety to competitors. **Teams failing to move from the respective jetty or landing point at the reasonable request of the Head Marshal may, at the discretion of the Race Director, incur a time penalty not exceeding twice the time taken from the time the yacht should reasonably have left to the actual time of leaving.**

2.6.3. Course from Coles Bay to Hobart

2.6.3.1. Sailing Start Line at Coles Bay

The start line for yachts for the third sailing leg to Hobart is the finish line of the second sailing leg.

2.6.3.2. Use of engines in the Denison Canal area

An engine or power pump may be used for non-propulsive duties, such as the charging of batteries or pumping bilges, at any time during the race, **except when the yacht is in the area of Blackman Bay and the Denison Canal**, defined as South and West of the Narrows mark/light - Occ.G.3 sec & Fl.(2) R/W 5 sec. - at the Northern end and the North and East of the final pair of leading beacons at the Southern end.

A skipper whose yacht relies on a portable power generator that is usually mounted in the cockpit or on deck for power generation must apply to the Race Director by 5 pm on the Thursday prior to the commencement of the race for approval to use the power generator in the Denison Canal area if it can be shown that the use of the power generator is neither practical nor safe at sea.

Yachts which have conventionally fitted engines are able to start these engines for power generation in the designated Denison Canal area only at times they are anchored or moored.

If engines are used in this designated area other than in accordance with the above, a **24 hour time penalty** will be applied. **Competitors accepting this penalty shall not be eligible for major trophies, even though they are ranked as finishers.**

2.6.3.3. Port Authority or other authoritative agency regulations

Teams using navigation piles or beacons as moorings or to assist their progress in the race will be **disqualified**. Port Authorities can prosecute persons found illegally using these structures.

Teams are required to abide with all rules of the local Port Authorities including any special rules issued for this race such as the declaration that due to prevailing weather conditions, the passage through the Marion Bay Narrows is prohibited.

Regular opening hour periods for the general boating public have been relaxed by the bridge operating authority for the Three Peaks Race, **allowing transits to occur at any time between 0400 hours and 2400 hours, being compulsorily closed to race entrants from midnight to 0400 hours. TO BE CONFIRMED FOR 2015**

2.6.3.4. Finish Line for Yachts at Hobart

The finish of the sailing section on the leg to Hobart is by crossing a transit line extending between the eastern end of CSIRO wharf and the end of Macquarie Wharf (the entrance to Sullivans Cove) after which yachts may start engines and proceed to the disembarkation point in the vicinity of Kings Pier. The sailing time finishes when the last team runner reaches the check-in point. (See [Tilman rules for more than 2 runners on Mt Wellington](#))

2.6.3.5. Runners at Hobart

Subsequent to checking in at the marshals' station and after the compulsory 5 minute "time-out" for the equipment check, the runners proceed to Davey Street turning left (or south) towards Mt Wellington.

Follow Davey Street to the Huon Highway and on to the Fingerpost Track. From the Springs, proceed via the Pinnacle Track then the Zig-Zag Track following it all the way to the summit of Mt Wellington. Continue on down the mountain on the sealed road via Big Bend and the shelter hut back to the Springs where the Fingerpost Track is taken to return to the **Finish Line at Mawsons Place, Constitution Dock** via the outward track.

2.6.4. Finish

2.6.4.1. Race Finish

The race will end for each competing team when the team has completed all the sections of the race in accordance with the Rules. The finishing time recorded will be the time at which the last runner in the team reaches the finishing line. (See [Tilman rules for extra runners](#))

All persons in each finishing team will be required to sign a **Declaration** that they have abided with the Race Rules. Until each member of the team finishing the race has signed this Declaration and the Declaration has been lodged with the Marshals at the Race Office **within 120 minutes of finishing the race**, the team will not be classed as completing the race.

2.6.4.2. Finish Time Limit

[CHANGE – NEW Rules re required motoring. \(See 2.7.3\)](#)

2.7. Engines

2.7.1. Waiving of general Rule prohibiting engine use

Depending upon the circumstances, the Rule 2.1.5. Use of Engines may be waived and a time penalty may be applied. Such a decision shall be made by the Race Director in consultation with members of the Race Committee. The decision shall be final and no further discussion or negotiation will be entered into.

A skipper who considers circumstances exist that should be examined by the Committee, must provide details in writing of the full circumstances leading up to and including the incident that caused the need to use the engine.

2.7.2. Use of engines to assist another vessel

A skipper using engine power to assist another vessel, **which has declared itself to be in Distress, i.e. in grave and imminent danger** (viz. a MAYDAY situation) or an urgent situation (viz. a PAN PAN situation), must log full details of times, course and speed. Exact position fixes should be logged where possible. Once assistance is no longer required, the yacht may continue in the race. Any skipper taking such action must report to Race Control via marine VHF or HF radio at the time of rendering assistance and report the details at the next landing point.

2.7.3. Use of engines as instructed by Race Director

A skipper may be directed by the Race Director to motor his yacht to a defined position or leg finish point should the team for any reason fall sufficiently far behind other yachts that the fleet is deemed to be too spread out. Sailing time for that leg will be arbitrarily adjusted based on sailing time up until the direction is given to motor. Teams directed to motor will be considered finishers but will not be eligible for Line Honours prize. Runners will retain eligibility for King of the Mountains. Tilman Trophy eligibility will remain. Details to be published. (This rule is designed to ensure safety is enhanced and the time frame for the event remains workable, while encouraging participation from boats that are not line honours contenders.)

2.7.3 Fuel Requirements

The minimum amount of fuel to be carried for each sailing leg shall be in accordance with the Yachting Australia Special Regulation 3.24. for commencing a Category 2 race. **Two stroke petrol powered engines** shall commence each sailing leg with a minimum of 150% of the fuel requirements.

Have a minimum amount of fuel which shall be sufficient to be able to meet charging requirements for the duration of the race and to motor at the above speed (3.24.5(a)) for at least eight (8) hours. **Details may be requested by safety officer for assessment of suitability.**

2.7.4 Boat Speed

Engines must be able to propel the yacht at a minimum speed of 1.8 times the square root of the waterline length measured in metres, against a 12 knot headwind.

2.8 Declaration of crew and yacht capable of continuing in the race

Every skipper must complete a declaration prior to departure at Lady Barron and at Coles Bay in the form required by the committee, that the minimum amount of fuel be carried for the next sailing leg in accordance with Rule 2.7.3 Fuel Requirements.

Further, the skipper must declare that the crew is in a fit condition to continue in the race and that the engine propulsion system and VHF radio are operational.

2.9. Redress

Applications for redress describing full reasons must be lodged at the next Race Control point.

2.10. Assistance to Teams

2.10.1. Outside assistance

Competing yachts MAY NOT BE propelled by any means involving another vessel, except its own dinghy, or by any person who is not a member of the named crew on the entry form.

2.10.2. Physical assistance to a yacht

A yacht MAY NOT receive outside assistance **except when in harbour** or, when the yacht has declared itself to be in grave and imminent danger by transmitting a Distress call (MAYDAY) via radio, or an urgency signal (PAN PAN).

2.10.3. Navigational assistance

Pre-arranged outside navigational assistance is NOT permitted **except** that reports on prevailing wind and sea conditions that may cause difficulties to other competitors may be given. These reports can be for winds exceeding a mean speed of 37 knots or calm conditions with a high tidal flow.

2.10.4. Acceptable forms of propulsion assistance

Rowing, paddling, pedalling, kedging or towing from the shore by members of the crew is permitted. Power winches or windlasses are not permitted. 2.10.4. Acceptable forms of propulsion assistance

2.10.5. Use of Autopilots

Autopilots are NOT permitted to be used for the duration of the race. The exception is a two handed team (two sailors and two runners) meeting the stringent entry requirements for such a team, where an autopilot is allowed.

2.11. The International Regulations for Preventing Collisions at Sea

Yachts must at all times obey the "International Regulations for Preventing Collisions at Sea" in force at the time, except in areas where those regulations are superseded by special rules duly laid down by a local authority. Legal navigation lights must be displayed during the hours of darkness.

The Racing Rules of Sailing prescribed by the Yachting Australia **DO NOT APPLY**.

2.12. Crew

2.12.1. Sailing Legs

Except as otherwise allowed by these Rules or while rowing dinghies, kedging or hauling the yacht, the whole crew must travel together with the yacht between landing places.

2.12.2. Life Jackets

Lif jackets must be worn by runners and members of the sailing crew whilst in dinghies rowing to and from the shore at any landing point or while rowing anchors out for kedging.

2.12.3. Injured sailing member

No team shall be permitted to continue at sea in the race without the nominated skipper or one of the recognised sailing crew of the yacht on board unless it can be shown to the satisfaction of the Race Director that at least one other of the team is competent to command or crew the yacht so that by continuing at sea the safety of the yacht is not compromised. A replacement crew member shall not be permitted to replace any other crew member who is unable to continue in the race.

2.12.4. Additional persons on yacht

Exceptionally, an additional person may be allowed on a yacht e.g. for television filming. The Race Organisers will ensure that any extra crew will not constitute an unfair advantage.

2.13. Runners

2.13.1. Runners - General

The runners need not be the same members of the crew for each running leg.

The runners MUST -

- a) **Follow** the land routes as specified on the MAPS provided by the Race Organisers.
- b) **Remain** clearly VISIBLE and AUDIBLE to each other at all times during the running legs except as provided in the Rule for "Injured Runners".
- c) **Wear clearly** the IDENTIFICATION (bibs) supplied by the Race Organisers.
- d) **Be landed** at the DESIGNATED landing place.
- e) **Start** from and return to the SAME landing place.
- f) **Complete** the run ENTIRELY on foot, (no other method of transport is allowed).
- g) **Have** the CLOTHING and EQUIPMENT listed in APPENDIX II with them at all times.
- h) **Use** emergency rations for emergency use only. Other rations can be carried or supplied by support crews en route.
- i) **Keep** the personal satellite tracker properly mounted and operational when a tracker is provided by the organisers.

2.13.2. Five Minute "Time Out"

Unless rule 2.6.1.2. Alternate Finish Line for Yachts at Lady Barron applies, there is a five minute "time out" for the equipment checks prior to the commencement of each running leg. A second five minute "time out" will also apply at the conclusion of the Mt Strzelecki run and the Mt Freycinet run. In each instance runners will take the "time out" respectively at the Lady Barron and Coles Bay race controls.

2.13.3. Runner Equipment Checks

Any runner who has to return to the yacht for missing items of equipment will not be entitled to any extra time allowance. The **Equipment List** has been drawn up for the safety of runners and no variations will be allowed. It is recommended that all the gear is packed and left packed unless needed.

2.13.4. Sick or injured runners

All the runners who start a running leg must complete that leg. Any runner who falls sick or who is injured must be assisted back by the team to avoid disqualification.

2.13.5. Second running attempt

At the discretion of the Race Director, Head Marshal or Duty Marshal, a second running attempt may be made with another crew member in order to complete the running leg where a runner had previously failed to complete the running leg. Alternatively two new crew members may run the leg from the start. The running time is taken from the commencement of the first attempt.

2.13.6. Injured runners

Where the runners are unable to return immediately to their yacht due to injury or other reason, it is vital that a message is passed to the Race Marshals informing them of the situation. An injured runner should not be left alone except in extreme circumstances. If the injured party is unable to be moved, the fit runner must ensure that they make a careful note of the position and that the injured runner is protected from exposure before leaving to seek assistance.

2.13.7. Passing information to Marshals of injured runners

Where outside assistance is required for an injured runner, it is likely that fellow competitors will provide the fastest means of passing word to the Race Marshals or Race Organisers.

2.13.8. Time allowance for assistance to injured runners

Where competitors are delayed by rendering assistance to another team, a time allowance will be given. A record of the time taken in providing assistance should be made and advised to the next nearest Race Control.

2.13.9. Equipment Check

The runners must have with them the clothing and equipment listed in APPENDIX II. The Race Marshals will check the items of clothing and equipment to be carried by each runner as listed in Appendix II at a pre-race equipment check and immediately prior to each running leg. Clothing considered inadequate for thermal protection will be disallowed.

2.13.10. Missing equipment - penalty

Missing equipment will result either in **DISQUALIFICATION** or a significant time penalty.

2.13.11. Carrying of Backpacks

In the event of one runner being distressed, the partner may carry both backpacks but the contents must not be packed into one backpack.

2.13.12. Pacing of runners - penalty

Pacing or accompanying of runners or carrying of runners' packs by supporters is not permitted and may result in **DISQUALIFICATION** of the team.

2.13.13. Assistance to runners

Assistance to runners is limited to the supply of sustenance.

2.13.14. Reporting to Marshals

Marshals will be at each landing place and runners must report to them before commencing their run and upon completion of their run.

2.13.15. Runners Withdrawing

If for any reason runners decide to withdraw from a leg, both members of the crew attempting that section must report to the nearest check-point.

2.14. Teams continuing with one less member

A team suffering the loss of a team member may be allowed to continue on the sailing legs. Team members are reminded of the fundamental Rule 1.1. Team Responsibility and being subject to the approval of the Race Director and Rule 2.12.3. Injured sailing member.

2.15. Teams Retiring at Sea

If a yacht at sea retires from the race, the organisers must be informed by marine radio or by telephone at the earliest opportunity giving the reason and the proposed course of action and whilst remaining at sea the yacht shall report its position at all radio sked times until its home port or nominated safe haven is reached.

2.16. Yachts anchoring/picking up runners

No yacht may anchor within 50 metres of the landing point.

2.17. Yachts disembarking or picking up runners

2.17.1. Lady Barron

At Lady Barron yachts may land and collect runners at the main wharf. Yachts may use the main wharf to moor alongside while waiting for their runners instead of anchoring. The landing point on the small pier jetty can still be used to land or collect runners using dinghies.

2.17.2. Alternative disembarkation of runners at Lady Barron

Yachts in sight of the officials at Lady Barron that are aground or anchored due to lack of wind may, at the discretion of the skipper, permit the runners to be taken off the yacht to commence their run. Sailing time will conclude when the yacht subsequently crosses the finish line as described at paragraph [2.6.1.1](#) and a sailor checks in to the Lady Barron checkpoint. The skipper must take into account seamanship issues in allowing runners to leave the yacht. Allowing runners ashore, particularly for the yachts towards the end of the fleet will reduce the time required for officials to remain on duty and keep the race fleet more compact.

2.17.3. Coles Bay

At Coles Bay yachts may tie up alongside the landing point to land or pick up runners and remain alongside subject to paragraph [2.6.2.4](#). Yachts shall not impede the progress of any other team still competing that needs to disembark or embark runners.

Teams failing to move from the respective jetty or landing point at the reasonable request of the Head Marshal may, at the discretion of the Race Director, incur a time penalty not exceeding twice the time taken from the time the yacht should reasonably have left to the actual time of leaving.

2.18. Yacht exceeding allowed time at jetty/wharf

Where a yacht fails to leave the jetty within a reasonable period when directed, the Head Marshal may instruct the skipper to move the yacht clear of the jetty and for crew transfer to take place via the dinghy.

2.19. Propulsion of Dinghies

Dinghies may only be propelled by oars, paddles or wind power.

2.20. Penalties

2.19.1. Power to impose penalties

Each competitor must at all times abide by these Rules and the instructions of **Race Marshals**. The **Race Committee** has the power to impose penalties up to and including **DISQUALIFICATION** on any member or team which has, in the opinion of the **Protest Panel**, acted contrary to the letter or spirit of these Rules.

2.19.2. Time Penalties

The Race Committee may impose TIME PENALTIES for infringement of these RULES or for "unsporting conduct".

2.21. Protests

2.21.1. Lodging Protests

Yachts wishing to protest which do not complete the race must inform the organisers by marine radio or telephone as soon as is practical. The protest will only be heard when a

member of the crew of the protesting yacht reaches Hobart. The Protest Panel will establish when notice of protest is given, what time is reasonable to allow a member or members of the protesting yacht(s) crew to reach Hobart, and will set the time for the hearing of the protest accordingly.

2.21.2. Protest to be in writing

Any protest shall be in writing and be signed by the Skipper or a representative of the team, and include the following particulars:-

- i) The date, time and whereabouts of the incident.
- ii) The particular Rule or Rules alleged to have been infringed.
- iii) A statement of facts.
- iv) A diagram or photograph, if available.
- v) Details of any vessels or people in the vicinity.

2.21.3. Protest Panel

When required, a Protest Panel will be formed. This will consist of the Race Director as Chairman plus a minimum of two other persons who will be independent of the race committee. *The Race Director may nominate another suitably experienced proxy in his stead, and that person may be a member of the organising committee.*

2.21.4. Lodging of protest with the Protest Panel

The Race Committee delegates the responsibility for hearing protests to a Protest Panel. The protest must be handed in to the officials in charge of the finish within two (2) hours of the Team finishing.

2.21.5. Other party informed of protest

A protesting team shall, at the earliest opportunity, inform the team being protested against, that a protest will be or has been lodged.

2.21.6. Protest decision

The decision of the Protest Panel will be final in all matters concerning the race, whether or not the matter is covered by the Race Rules.

2.22. Special Rule - Environment damage

Any competitor and/or member of the team's support crew found removing track flag-markers or damaging the flora or environment of the land routes, in either the National Parks or private property will result in the immediate **DISQUALIFICATION** of the team. This includes dropping litter in other than approved receptacles.

3. RACE INSTRUCTIONS

3.1. Instructions are part of Rules

These Instructions are considered to be part of the Race Rules and any competitor who does not obey these Instructions given here for the conduct of the race may cause the team with which they are competing to be **DISQUALIFIED** from the race.

3.2. Instructions used with other sources of information

These Race Instructions should be used in conjunction with:-

3.2.1. The Rules of the Race

3.2.2. RAN Hydrographic Service Charts

3.2.3. The Australian Pilot NP14

The Australian Pilot NP14 - "South, South-East and East Coast of Australia from Green Cape to Port Jackson, including Bass Strait and Tasmania" is recommended.

3.2.4. Mandatory RAN Hydrographic Service Charts: (Electronic charts to be considered)

AUS 164	Approaches to Devonport
AUS 799	Stony Head to Rocky Cape
AUS 798	Eddystone Point to Stony Head.
AUS 766	Wardlaws Point to Mistaken Cape
AUS 767	Wardlaws Point to Eddystone Point
AUS 800	Furneaux Group.
AUS 179	Plans in Tasmania. Whitemark, Waterhouse Island, Foster Inlet, Approaches to Lady Barron, and Franklin Sound.
AUS 355	Hobart to St Helens Point.
AUS 169	South Coast - Plans In Tasmania (Sheet 3) Schouten Passage, Georges Bay, Blackman Bay, Coles Bay.
AUS 171	Hobart to Norfolk Bay.

3.2.5. Recommended RAN Hydrographic Service Charts:

AUS 167	Port Dalrymple.
AUS 170	Mercury Passage.
AUS 172	Port of Hobart, River Derwent.
AUS 795	South East Cape to Cape Pillar.

3.2.6. TASMAPS

Lady Barron	(1:100000).
Freycinet National Park	(1:50000).

Mt Wellington Walk Map

(1:15000).

The three TASMAPS showing the runners' track will be supplied to each competing team.

APPENDIX I

ELIGIBILITY

ANY YACHT, CREWED BY NO MORE THAN SIX (6) PERSONS, OF 18 YEARS OF AGE OR OVER, COMPLYING WITH THE REGULATIONS AND CONDITIONS LAID DOWN BY THE RACE COMMITTEE.

In drawing up the Rules for this race, the organising committee aims to encourage the participation of any well-found, seaworthy sailing vessel of at least 8.5 metres overall hull length.

For the safety of all participants, the established safety guidelines laid down by the Yachting Australia (YA) have been used as a basis for the scrutineering standards required, especially in terms of the special safety equipment to be carried.

The organisers regard the category of this race as generally being equivalent to the YA Category 3 - nevertheless a *"high degree of self-sufficiency is required of the yachts"* and thus, what are essentially day boats without such facilities as fixed accommodations or galley facilities, etc. will not be accepted.

Any well-found yacht is likely to be acceptable. However, should the Race Director have any doubts about the seaworthiness of any yacht, he will have in mind the considerations set out in the YA Special Regulations.

Where, by reason of novel, unorthodox or smaller design, a yacht is unable to comply with the required regulations, an early application providing grounds for consideration, should be made to the Race Committee for a decision at least one month before the closing date for entries.

A copy of the **Safety Compliance Check List** used by the Scrutineer is attached as APPENDIX V. The Safety Auditor will fill out an identical form at the official scrutineering to be lodged with the Race Committee.

If skippers have any questions or concerns at all, please contact the Race Office as soon as possible for advice or a decision.

APPENDIX II (UNDER REVIEW FROM RUNNERS REPRESENTATIVES)

EQUIPMENT AND CLOTHING CARRIED BY RUNNERS

1. ITEMS BETWEEN ANY TWO RUNNERS IN A TEAM

A complete TASMAR Survey map is provided. The map must not be cut down or reduced in size.

2. CLOTHING TO BE CARRIED

ALL RUNNERS WHO UNDERTAKE THE MOUNTAIN RUNNING LEGS must have the following items of clothing and equipment with them at all times that they are on land. Items of clothing that are not being worn must be carried. Clothing must be suitable for protection against cold weather. Very lightweight clothing may be rejected as inadequate.

EACH PERSON

- (a) Quality water proof coat with hood and over trousers. Lycra skins are NOT acceptable wet weather gear.
- (b) Two long sleeve tops (extra) and a pair of long johns. These must be made from recognised thermal fabric. These clothes are in addition to the clothing worn for the run. That is three tops in total.
- (c) Thermal or fleece gloves
- (d) Balaclava or Beanie
- (e) Adequate footwear
- (f) Rucksack
- (g) Polythene bag, heavy gauge at least 6'x 3' or emergency space survival bag (not blanket).
- (h) Head torch with spare batteries with spare batteries.
- (i) Emergency food 800 calories (3400kj) equivalent to a 200gm block of chocolate. Separate from normal food for use during runs.
- (j) First aid equipment to include:
 - 3" elastic adhesive bandage,
 - Any further first aid requirements cannot be exactly specified as they vary according to individual needs. Note that the organiser should not be relied upon to provide first aid.
- (k) Whistle
- (l) Luminous Compass
- (m) Cigarette lighter or box of waterproof matches.
- (n) Tasmap Map(s), one for each three runs per team supplied by organiser.

3. REFLECTIVE CLOTHING

Runners must wear reflective material on their clothing to improve their night visibility.

APPENDIX III

SAFETY RADIO COMMUNICATIONS EQUIPMENT

Note: The following is in accordance with the Scrutineering standards laid down in the Race Rules.

1. EQUIPMENT CARRIED

All yachts are required to carry: -

(a) EPIRB

A 406 MHz COSPAS/SARSAT satellite compatible EPIRB must be carried.

(b) Radio Receiver

Radio transceiver Type Approved equipment as a fixed installation as follows:-

(i)

V H F fitted with at least CH 16, 67, 73, 80, 81, 21, 9 & 6

PLUS

MF/HF SSB fitted with at least 2182, 2524, 4125 & 4483 kHz
--

OR

(ii)

V H F fitted with at least CH 16, 67, 73, 80, 81, 21, 9 & 6

PLUS

V H F fitted with at least CH 16, 67, 73, 80, 81, 21, 9 & 6

The second VHF radio may be a hand-held.

RECOMMENDATION: It is recommended that a hand held VHF radio is carried as standard equipment in addition to (i) above. A watertight container for the hand held radio should be carried or the radio should be waterproof.

(c) Weather Receiver

A **separate radio receiver** capable of receiving AM/FM band weather bulletin broadcasts.

(d) Batteries

A **dc battery supply** capable of delivering power continuously to, at least, the radio transceiver equipment for the duration of the race. An adequate battery charging system is required. (Details may be required by safety officer – modern LED lights may reduce load sufficiently not to require an on board system???)

(e) Antenna

If the normal antenna for the VHF transceiver depends upon a sail mast for support or the HF aerial is a mast supporting stay, an emergency antenna shall be provided.

Note: For maximum communication range, the VHF antenna should be located as high as possible and connected using low loss coaxial cable.

SAFETY RADIO COMMUNICATIONS

2. INSTRUCTIONS AND COMMENTS

(a) Continuous radio watch

** It is essential that during the race, whilst the yacht is underway or at anchor off Lady Barron and Coles Bay, the VHF radio transceiver is switched on and a **continuous radio watch maintained on CH 16 at all times**. Yachts may be called on CH 16 by Limited Coast Radio Stations and they must respond. (Do we add an addendum that marshalls will note yachts in port, but skipper must be contactable by mobile phone at all times in listening watch not maintained in port???)

(b) Equipment Checks

The **Safety Radio Communications** equipment and installation will be scrutinised at Devonport and any deficiencies must be rectified before the yacht is allowed to enter the race.

(c) Type Approved Equipment

Type Approved means Type Approved by the Australian Maritime Safety Authority (AMSA) or Australian Communications and Media Authority (ACMA).

(d) Commercial (Public Correspondence) traffic

Limited Coast Radio Stations cannot pass messages or third party traffic for individuals unless it concerns the safety or operation of a yacht or other vessel.

POSITION REPORTING INSTRUCTIONS

3. SKED FREQUENCIES AND TIMES

(a) Position reports

Position reports must be given by entrants at the sked times as outlined in the table below when called by the relevant coast station. The associated frequencies are also outlined in the table. There will be a reiteration of the sked times and frequencies at the pre-race briefing. Please note that the position required to be given by each entrant **MUST** be the position at the sked time, not the time that the yacht is called

by the coast station. If for any reason that the yacht is unable to, or cannot be contacted then the position must be recorded and passed on to the coast station at the earliest convenience.

Position reports will consist of: -

the yacht's name,

followed by the latitude and longitude taken at the commencement of the sked time, and should be passed at the sked times listed below.

Position details will be repeated back by the Limited Coast Station for verification.

4. INSTRUCTIONS

(a) Continuous Radio Watch

It is essential that during the race, whilst the yacht is underway or at anchor off Lady Barron and Coles Bay, the VHF radio receivers are switched on and a **continuous radio watch maintained on VHF CH 16 at all times.**

Yachts may be called on CH 16 at any time by Limited Coast Stations and they must respond. (Do we add an addendum that marshalls will note yachts in port, but skipper must be contactable by mobile phone at all times in listening watch not maintained in port???)

(b) Silence Periods

Silence periods are to be observed on CH 16 in accordance with accepted practice and AMSA recommendation.

POSITION REPORTING

(a) Position reports

Position reports MUST be given by yachts at the radio sked times conducted by the nearest Limited Coast Radio Station identified below and, in addition, by calling with an ETA when at the positions indicated for the Supplementary Radio Call Times.

(b) Radio Sked Times

Radio skeds will be conducted as follows:-

Leg 1 (Devonport – Lady Barron)
Via – Coast Guard Tamar VHF 16/73 at 0933 and 2133 hrs
Leg 2 (Lady Barron – Coles Bay)
North of Lat. 41° S (Eddystone Point):
Via Coast Guard Tamar VHF 16/73 at 0933 and 2133 hrs (A listening watch on Ch 80 at Cape Tourville will be maintained by Coles Bay Race Control.)
South of Lat. 41° S (Eddystone Point):
Via Coast Radio Hobart VHF 16/73 at 0933 and 2133 hrs
Leg 3 (Coles Bay – Hobart)
East of Denison Canal and Tasman Island
Via Coast Radio Hobart VHF 16/73 at 0933 and 2133 hrs
West of Denison Canal and Tasman Island
Via Hobart Race Control VHF 81 at 0933 and 2133 hrs

(b) Supplementary Radio Call Times

In addition radio calls are to be made:

- (i) When passing due south of **Pigs Head Point**, yachts must provide their estimated arrival time (ETA) to Race Control Lady Barron or via Coast Guard Tamar (Mt Horror) calling on VHF Ch 16.
- (ii) When entering **Great Oyster Bay**, yachts must provide their ETA to Coles Bay Race Control when passing Weatherhead Point calling on VHF Channel 16.
- (iii) When passing **Cape Peron**, (the Southern tip of Maria Island), yachts must advise Hobart Race Control whether their intended route is via the Denison Canal or Tasman Island by calling on VHF Ch 81.
- (iv) When passing 148 degrees at **Tasman Island**,

or when departing the **Denison Canal**, yachts must advise Hobart Race Control on VHF Ch 81. An ETA at Hobart may be requested.

(v) When passing the **Iron Pot Light**,

yachts must advise their ETA to Hobart Race Control on VHF Channel 81. A revised ETA must be given.

(vi) When passing the **John Garrow Light**,

yachts must advise their ETA to Hobart Race Control on VHF Channel 81. An ETA must be given.

APPENDIX IV

THE TILMAN TROPHY BEING REVAMPED AND ENHANCED – SPREADSHEET TO BE DEVELOPED FOR ASSESSING POSITIONS AFTER EACH LEG.

The Tilman Trophy, in honour Major Harold William (Bill) Tilman, the first President of the British Three Peaks Race, was introduced in the UK race in 1986 to encourage teams, without realistic line-honours hopes - the more cruising oriented, "adventure seeking" entrants, to participate. Teams are encouraged to use more than two specialist runners to complete the three mountain peaks and some of past successful teams have had all team members complete a mountain.

It is a point score competition based on overall finishing positions in both sailing and running, and for overall placing. Extra hulls and lifting keels are penalised but bonus points are awarded for any extra crew members who run a mountain, teams competing to raise money for charity and for each extra mast on the vessel. Older competitors are encouraged with a bonus point system for combined crew age.

For a team to be awarded points for money raised for charity, money must be raised by means other than by a donation from a single donor.

SCORING SYSTEM

1. Fixed Points (All Teams)

A spreadsheet is being developed to assign points to the following factors:

Age

Charity fund raising

Sailing performance against arbitrary handicap

Running performance against arbitrary handicap

Line honours contender (deduct points)

Multihull lifting performance appendages

Boat age

Loa (mono and multihull)

King of the Mountain same two team

Additional Runners on Mt Wellington

5. Corporate Challenge Points

- (r) For each additional person in the team in excess of three from the nominated occupation group +5

Age points will not be a negative figure where the sum of crew ages is less than the total of number of crew times 30.

In the event of tied points for first place, the team with the greatest number of crew age points shall be declared the winner.

APPENDIX V – DRAFT – TO BE CHECKED AGAINST CURRENT BLUE BOOK

SAFETY COMPLIANCE CHECK LIST

The Australian Three Peaks Race 2015

Safety Compliance Check List

This safety compliance check list is based on the Yachting Australia Racing Rules of Sailing 2009-2012, Addendum A, for Category 3 events.

The Australian Three Peaks Race is the equivalent of three Category 3 races however the yacht safety requirements require addition items to be carried.

The Equipment Auditor is not restricted to this check list and may check other safety items if, in his or her opinion, there is a need to ensure that the owner/skipper demonstrate compliance in other areas that could affect the overall safety of the crew and the vessel.

Name of Yacht _____ Sail Number _____
 Name of Owner/Skipper _____ Type of Vessel _____
 Colour of hull _____ Colour of deck _____
 Distinguishing marks _____

SPECIAL RULES. RECOMMENDED ITEMS.

	Owner	E/A
Dinghy capable of carrying at least 3 persons. Recommended.		
Spotlight, Dolphin type minimum. 12 volt ship powered preferred		

Owner to check

Owner	E/A
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GENERAL CONDITIONS

2.3	Equipment & ballast firmly secured		
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STRUCTURAL FEATURES AND FIXED EQUIPMENT

3.01	Construction		
3.02	Buoyancy/watertight compartments		
3.04	Stability		
3.05	Safety netting on multihulls		
3.07	Hatches lockable from in & out		
3.07	Washboards/Lanyards		
3.08	Cockpit volume		
3.08	Cockpit drains		
3.09	Sea cocks or valves. N . o (see 4.2 for plugs)		
3.10	Quick release cleats		
3.11	Mast step secured		
3.12	Lifelines Terminals		
3.12	Pulpits Stanchions		
3.14	Toe Rail		
	Strong points		
3.15	Toilet		
3.17	Galley facilities		
3.18	Water capacity - 50 litres min. o N . of tanks		
3.19	Hand holds		
3.20	Buckets with lanyards (2 x 9 lt.)		
3.20.3	Bilge pumps - Above Below mm 25 min bore		

	Bilge pump spares (e.g. diaphragm)		
3.21	Steering compass Deviation table		
3.21	Spare compass (able to be fixed)		
3.23	* Navigation lights		
3.23	Emergency navigation lights		
3.24	Engine type Diesel/Petrol		
3.24	Horse power Knots		
3.24	Separate starting battery		
3.24.5 (b)	Fuel capacity		
3.24	Shut off valve		
3.24	Fuel stowage		
3.24	Outboard motor stowage		
	Engine spares (belts, impeller, etc.)		
3.24	Fuel tanks and lines		
3.25	* Radio HF Model		
3.25	Radio VHF Model. [Recommended VHF hand held in watertight container/bag.]		
3.25	Licensed operator(s) Name(s):		
	Race frequencies		
3.25	Spare antenna for HF or VHF if main antenna on mast		
3.25	Annual Check, Date		
3.26	Batteries sealed or gel filled type		

PORTABLE EQUIPMENT AND SUPPLIES

4.02	Softwood/rubber plugs attached		
4.03	Jackstays		
4.04	* Fire extinguishers AS 1846/1848 o N . Type Dry Chemical. (10BE if petrol carried or 5BE)		
4.05	Anchors/chains/warps (2) Bitter end secured		
4.06	2 Flashlights spare batteries, bulbs		
4.07	First Aid book		
4.07	First Aid kit (waterproof)		
4.07	First Aid Officer		
4.08	Foghorn		
4.10	Charts for course		
4.10	* International Collision Regs		
4.11	GPS		
4.12	Echo sounder		
4.13	Distance Log		
4.14	Emergency tiller		
4.14	"U" bolts & board for sweep or other alternative method		
4.15	Sharp knife in or near cockpit		
4.15	Bolt cutters		
4.15	6 hacksaw blades and frame		
4.15	Tools & spares		
4.16	Boat's name on buoyant equipment		
4.17	Retro tape on PFDs		
4.18.3	406 EPIRB Battery date		
4.19	* Life raft Certified		
4.19	Stowage Capacity		
4.21	Lifebuoy with light OR lifesling		
4.21	Lifebuoy with light, whistle, drogue, pole with flag		

4.22	Flares 4 red parachute 4 red hand 2 white 4 orange smoke		
4.22	Earliest Flare expiry date		
4.23	Buoyant heaving line		
4.24	Storm trysail and/or mainsail with 50% reefing		
4.24	Storm jib, alternative attachment		
	Sail repair kit		
4.26	Retrieval of crew from water		
4.27	"V" distress sheet		
4.28	Stowage Chart		

PERSONAL EQUIPMENT PER PERSON

5.01	Lifejackets, AS1512 or equivalent		
5.01	Whistles attached to lifejackets		
5.02	Safety harnesses AS2227 or equivalent		
5.03	1 Personal safety/strobe light		

I have satisfied myself of the crew's knowledge of the location and of the use of the safety equipment on my vessel and that my vessel complies with the Safety Requirements specified for this race. I understand that the equipment audit is carried out only as a guide to the owner.

Signed Owner/

Owner's Representative _____ Date ____/____/____

NAME PRINTED _____

EQUIPMENT AUDITOR

Signed _____ Date ____/____/____

NAME PRINTED _____

*** Notes**

The owner/skipper is required to complete the first column of this form to ensure that the yacht meets the safety equipment requirements.

A yacht may be audited by an Equipment Auditor who will check the items on this list and those found on board at the time of the audit. The audit is purely a guide to owners and the Three Peaks Race Committee and does not limit or reduce the complete and unlimited responsibility of the owner/skipper as to whether the yacht should start or continue in the race.

The Equipment Auditor may give a provisional compliance without the Life Raft being inspected if this is being rented or borrowed. This form will be endorsed "without raft". A check prior to the commencement of the race may be conducted to check the raft and its stowage. An in-survey non-SOLAS liferaft will be accepted.

Rule 21(a) of the *International Regulations for Preventing Collision at Sea* specify navigation light requirements. Yachts motoring at night require port, starboard and stern lights with a masthead fixed white light above to show the light from right ahead to 22.5° abaft the beam. A masthead tricolour light is not legal for motoring at night as the 225° white light must be displayed above.

Two VHF radios can be carried in lieu of 1 HF and 1 VHF.

APPENDIX VI

LIST OF PRIZES TO BE CUT DOWN AND REVISED - SUGGESTIONS

The following trophies may be awarded:

Monohull and Multihull Divisions

First, second and third teams to finish.

Fastest time on each sailing leg.

Fastest time on each running leg.

Kings of the Mountains for the same two runners completing all three runs in the overall fastest time.

Kings of the Mountains for the same two Tasmanian runners completing all three runs in the overall fastest time.

First team to finish in the Performance Section.

The following trophies apply regardless of Division

Tilman Trophy.

First foreign team to finish.

First Corporate Challenge, Service or Police team to finish.

Fastest female runner(s) completing all three runs in the overall fastest time.

Oldest runner completing a running leg.

Most meritorious performance as voted by the Skippers.

Last team to finish within the time limit.

Director's Cup

APPENDIX VII

CORPORATE AND SERVICES CHALLENGE

The Corporate and Services Challenge (Corporate Challenge) of The Australian Three Peaks Race is aimed to offer non-elite runners and sailors from business' and the professions an outdoor adventure/life experience.

The Corporate Challenge includes that which was previously known as the Services Trophy for members of the armed services, police and fire brigades.

To award the Corporate Challenge trophy there must be a minimum of two eligible teams entered.

To qualify as a Corporate Challenge entry, the team must have at least three (3) members of the crew who are current bone-fide employees belonging to the business, company, corporation, armed service, police, fire brigade (the company) or defined occupation such as full time farmer, doctor of medicine, school teacher or engineer.

The general rules that apply to the Tilman Trophy will also apply to the Corporate Challenge entries. In addition, extra points will be awarded to teams that have an additional bona-fide employee member above the minimum of 3 members from the nominated company up to the maximum of 5 members in the team. **Points allocated will be 2 for a fourth corporate member, 3 points for having 5 corporate members or 4 points for having 6 corporate members.**

Team names are required to reflect or be identified with the company or occupation group.