

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.

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.

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.

40.5 All boats shall report wind strength

and wave heights to “JBW” when wind strength exceeds 40 knots, unless otherwise instructed by “JBW”.

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.

40.6 Should a boat experience HF radio

difficulties, every effort shall be made to contact either the Race Chairman (0408 461 029), Hobart Race Control (03 6224 5393 or 03 6224 5392) or another boat on VHF Channel 16 to report the boat’s position.

39.4 Boats are reminded of their obligations

under Chapter 10 Distress, Urgency and Safety Communications using Radiotelephony, of the Marine Radio Operators Handbook.

40.7 All boats shall report their positions in

accordance with SI 4.1. **Failure to comply on HF radio without reasonable cause will result in the imposition of a penalty as below at the discretion of the race committee having regard to the circumstances** (amends RRS 60.2)

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

40. RADIO TRANSMISSIONS

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

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

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

40.2 For unscheduled race traffic, boats should call “JBW” on 6516 KHz or 4483 KHz as appropriate.

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

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

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

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

41. POSITION REPORT SCHEDULES

41.1 Daily position reports will be conducted as follows:-

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

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

41.2 The position report routine will be as follows:

(a) “JBW” will commence transmission on 6516/4483KHz (as appropriate) two minutes prior to the sked time with a long tuning call and contact Hobart Race Control. All boats shall tune their radios during this period and not during the schedule.

(b) Each boat when called shall make a position report on 6516/4483KHz (as appropriate) as follows: its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 1900 on 26 December 2014 and at 0000, 0730, and 1700 as appropriate, on subsequent days (not at the time of reporting).

Wind speed and wave height are only to be reported if so directed by “JBW”. If the position is copied, the

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

(c) If “JBW” does not repeat the position, or if the repeated position is incorrect, boats affected shall stand by.

(d) At the completion of the Radio Sked “JBW” will call for relay of any missed reports. Boats with outstanding position reports will then be called by “JBW”, followed by calls from those boats which have had their position incorrectly recorded. “JBW” may also call for outstanding position reports on 4483 KHz.

(e) Boats that fail to call “JBW” at a position report schedule will be called by “JBW” at the next occurring position report schedule or listening schedule and will be required to give a position report. (Refer SI 42)

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

41.4 The Race Committee may at a position report schedule or a listening schedule require a boat on which a tracking unit referred to in Nor 1.1.2 fails or ceases to operate to establish a separate position reporting schedule with the Radio Relay Vessel on 6516 KHz. These reports are to be made at 10 minutes past each hour (other than 0010, 1210 and 1710) (or such longer period or at such different time as the Race Committee determines) until the Radio Relay Vessel advises otherwise, and are to be of the position of the boat as at that time. A direction by the Race Committee under this SI 41.4 will apply to the boat to which it is directed whether or not the transmission is received and shall have immediate effect.

42. LISTENING SCHEDULE

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

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

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

43. SEVERE WEATHER FORECASTS

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

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

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

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

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

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

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

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

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

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

45. INITIAL SEARCH PROCEDURES

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

45.2 The routine will be as follows:

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

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

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

45.3 A boat that:

(a) is unable to transmit on either its HF or VHF radio for:

(i) a position report schedule (refer SI 41); and

(ii) the succeeding position report schedule or listening schedule (refer SI 41 and SI 42);

or

(b) does not for any reason:

(i) receive a repeat of its position by "JBW"; or

(ii) receive a confirmation that its position has been given to "JBW" by a relaying boat,

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

46. DISTRESS FLARES

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

(a) Parachute Distress Rockets (Red). Internationally recognised distress signal, best at night but can be used in daylight. Rocket ejects a red flare at about 300 metres altitude. This burns for about 40 seconds as it descends under a small parachute. In daylight a white smoke trace can also be seen.

(b) Red hand-held flares. Also intended for night use but can be used during the day. Red flares are used to raise

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

(c) White hand-held flares. Intended for night use. White flares are used to raise an alarm and to accurately pin-point a position. They should be used only when potential rescue is at hand. Also refer SI 45.2.

(d) Orange hand-held smoke signals. Similar comments apply as to red flares (above) but they are for daytime use only. Orange flares emit a billowing cloud of orange smoke which would be wasted at night but can be seen 4 km away in daylight.

47. ADDITIONAL REPORTS FROM TASMAN ISLAND

47.1 The RYCT operating through VIT 319 (Hobart Race Control) will maintain a continuous listening watch on 6516 KHz and 4483 KHz and on VHF 81 and VHF 21 (both are repeater stations) from the start until the conclusion of the race.

47.2 When Tasman Island bears 000° True each boat shall call "HOBART RACE CONTROL" on 6516 KHz or VHF 81 and advise its rounding time and ETA at the finish (40.3 nautical miles).

47.3 At the entrance to the Derwent River, each boat shall call "HOBART RACE CONTROL" on either of the above frequencies, and advise an updated ETA at the finish (11 nautical miles).

47.4 FINISHING REPORT – Boats shall report to "Hobart Finish Line" on VHF 81 immediately after clearing the line to report the flying of a protest flag (if applicable) at this time.

47.5 Boats shall continue to comply with the instructions for position reporting until they have cleared the finishing line. It is imperative that boats continue to give their latitude and longitude rather than merely broadcasting "In the river".

47.6 Calls to "HOBART RACE CONTROL" under SI 47 shall not be made during the position report.

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

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

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

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.

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

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

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.

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

48.3 RETIRED BOATS SHALL:

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

(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

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

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

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

49.3 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. RADIO RESTRICTIONS

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

49.4 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.

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