Title: Sydney to Hobart Yacht Race 26th December 2019

Summary

Sydney Harbour will host the start of the 75th Sydney to Hobart Race on Thursday 26 December 2019. More than 160 yachts are expected to race. The start will be at 13:00.

Race area

The yachts will start from four start lines north of Shark Island and proceed NE to round buoys Victor and X-ray, and then SE to round buoys Zulu, Yankee, and Whiskey before continuing south for Hobart.

Transport for NSW (TfNSW) Maritime will establish and maintain a special events area and exclusion zone. TfNSW will coordinate the deployment and retrieval of all buoys with Sydney VTS. Please refer to the Buoy Deployment Plan found in the Sydney To Hobart 2019 OP Order (TfNSW) – Enclosure 7.
Suspension of shipping movements

<table>
<thead>
<tr>
<th>Area</th>
<th>Time</th>
<th>Suspension/condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sydney Harbour VTS area east of Fort Denison</td>
<td>08:00-16:00</td>
<td>Sydney VTS will not provide clearance for any shipping movement unless agreed with the Harbour Master in advance</td>
</tr>
<tr>
<td>Botany Bay VTS area seaward boundary</td>
<td>14:00-17:00</td>
<td>Sydney VTS will not provide clearance for any shipping movements unless agreed with the Harbour Master in advance</td>
</tr>
</tbody>
</table>

The Harbour Master has agreed in advance that the vessel Le Laperouse (IMO 9814026) may depart White Bay cruise terminal in Sydney Harbour at 10:00 on 26 December 2019 for outbound voyage. Le Laperouse will be escorted by a Port Authority NSW vessel and two additional vessels from TfNSW. Escort vessels to be coordinated by the pilot on Le Laperouse. TfNSW will ensure exclusion zone buoys no 159 to 163 (inclusive) are not laid until Le Laperouse has passed the area. Once outside Sydney heads, Le Laperouse will remain east of the abort point and remain within a safe proximity of the yacht race as deemed appropriate by the port team. A passenger transfer is also scheduled to take place and will be conducted east of the abort point in accordance with the LeLaperouse onboard vessel risk assessment and procedures attached to this document.
Le LaPerouse,

The LeLaperouse is a 131-meter expedition cruise vessel that will be following the 75th Sydney To Hobart yacht race. The Vessel will be operating within Port limits with a Pilot on Board, and navigators should navigate with caution and keep clear. Upon departing Sydney port limits the Le Laperouse will be bound for Hobart.

Event schedule

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00</td>
<td>Suspension of shipping movements in Sydney starts</td>
</tr>
<tr>
<td>10:00</td>
<td>Le LaPerouse depart White Bay</td>
</tr>
<tr>
<td>11:00</td>
<td>Le LaPerouse estimated to disembark pilot</td>
</tr>
<tr>
<td>11:30</td>
<td>Special event area activated</td>
</tr>
<tr>
<td>12:00</td>
<td>Exclusion zone activated</td>
</tr>
<tr>
<td>13:00</td>
<td>Race starts</td>
</tr>
<tr>
<td>14:00</td>
<td>Suspension of shipping movements in Botany starts</td>
</tr>
<tr>
<td>14:20</td>
<td>Exclusion zone deactivated</td>
</tr>
<tr>
<td>14:20</td>
<td>Special event area deactivated</td>
</tr>
<tr>
<td>16:00</td>
<td>Suspension of shipping movements in Sydney ends</td>
</tr>
<tr>
<td>17:00</td>
<td>Suspension of shipping movements in Botany ends</td>
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</tbody>
</table>

Contacts

<table>
<thead>
<tr>
<th>Organisation</th>
<th>VHF</th>
<th>Telephone (name)</th>
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<tbody>
<tr>
<td>Sydney VTS</td>
<td>12, 13</td>
<td>02 9296 4999</td>
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<tr>
<td>TfNSW Maritime control</td>
<td>13, 15, 16, 17</td>
<td>9563 8677</td>
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<tr>
<td>TfNSW Senior Special Aquatic Events</td>
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<td>0417 603 458 (Drew Jones)</td>
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<tr>
<td>Water police</td>
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<td>9320 7499</td>
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<tr>
<td>CYCA (organisers)</td>
<td>0419 288 323 (Justine</td>
<td></td>
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<tr>
<td>CYCA (race control)</td>
<td>72</td>
<td>8292 7889</td>
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</table>
References:

A. Aquatic Licence No: AQL 35546
B. www.cyca.com.au
D. Major Aquatic Events Risk Assessment 2019

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AMENDMENTS

Amendments are to be recorded in the following table when received.

<table>
<thead>
<tr>
<th>AMENDMENT NUMBER</th>
<th>ENTERED DATE</th>
<th>SIGNATURE</th>
<th>DATE</th>
</tr>
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<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
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</table>
1. Situation

Boxing Day Thursday 26 December 2019 is the 75th running of the Rolex Sydney to Hobart Yacht Race starting at 1300. There will be approximately 157 yachts participating using four start lines, 30 proponent support/ media vessels with signal guns at 1250, 1255 & 1300. In addition there will be approximately 50 control vessels from Maritime, MRNSW and MAC bringing the total number of vessels within the Exclusion Zone to approximately 230.

2. Mission

To ensure the safety of spectator and official vessels whilst facilitating a safe race start and departure from the harbour for the 157 yachts competing in the 2019 Sydney to Hobart Yacht Race through the establishment of a Special Event Area and maintenance of an Exclusion Zone.

3. Special Event Area

The Special Event area comprises the following waters of Sydney Harbour from 1130 to 1420 on 26 December 2019. (See Marine Notice for details and conditions). All waters bounded by imaginary lines drawn between:

- Garden Island Port Hand Beacon and Bradley’s Head Light
- the most Northerly Point of Middle Head, and Cannae Point Flagstaff,
- North Head Starboard Hand Beacon and Macquarie Light

During the time of the Special Event Area activation a speed limit of 6 knots and no wash applies within the Special Event Area

4. Exclusion Zone (EZ)

An Exclusion Zone marked by yellow aqua marks will be in place from 1200 to 1420. (See Buoy Plan). As the final competitor progresses, the EZ will collapse astern on notification from the Maritime Sydney Harbour Operations Centre (SHOC). Marine Area Command (MAC) vessel ‘Nemesis’ vessels will mark the boundary of the exclusion zone as it collapses behind the last competitors. Patrol vessels are to hold station until adjacent to Nemesis and fall in abeam as it proceeds down the Harbour. There are approximately 30 non-competitor Authorised Vessels within the EZ. These vessels will be flying a GOLD Flag. Any exceptions on the day are to be cleared with SHOC. See attached list page 13.

5. Commercial Vessel Area

There will be no commercial vessels area adjacent to the western EZ boundary in the vicinity of Chowder Bay in 2019.

6. Ferries

Last ferries will depart Manly and Circular Quay at 1140. Normal service will resume at 1440. Last ferries will contact SHOC prior to entering the EZ and will proceed with caution.

There will also be 2 Manly Ferry cruise charters ex Manly and return from 1220 to 1425. These ferries are to remain more than 250m from the EZ boundary at all times and this advice has been passed on the Sydney Ferries Management.
7. Passive Craft

A 'No Anchoring or Passive Craft' Zone will be established approximately 100 metres around the EZ in most areas, extending to 200 metres in the vicinity of Watsons Bay/Vaucluse Bay, and extending to the entire area between the EZ and North Head. This zone is to provide channels by which vessels not participating in the Event may continue to enter and leave Port Jackson.

NO VESSELS are permitted to anchor in this area under any circumstances. Due to the significant increased safety risk presented by the Event, no passive craft (e.g. canoes, kayaks, surf boats) are permitted in this area at all. Notices to this effect are to be displayed at known launching points.

8. No Anchoring Zones

In addition to the 100m EZ perimeter there are two no anchoring zones.
- Between the northern boundary of the EZ and the shore from Cannae Point to North Head.
- Between the eastern boundary of the EZ and an imaginary line drawn between Steele Point and Laings Point running north from Steele Point to South Head. Vessels are permitted to transit through these areas but not permitted to anchor.

9. Command and Control

EZ Command and control will be from SHOC. Sector Commanders will report to the SHOC Commander callsign 'Maritime Control'. SSAEO will be the event liaison to SHOC via GRN A. Sector Commanders A & B will direct control vessel movements during the event. Maritime and Marine Rescue NSW control vessels will report to their respective Sector Commanders.

Control vessel masters are to await advice and instructions rather than request information for such things as competitors returning to the start, stand down times and crew transfers.

MAC vessels will report to the Forward Commander in Police launch NEMISIS.

In the event of the SHOC suffering failure or other condition rendering loss of communication/ control, Maritime Vessel MA000 will assume control.

10. On-water Operations

Particular attention should be made to determine masters’ intentions. Identify intentions to exit or remain within Sydney Harbour and instruct exit/ return requirements in accordance with the Marine Notice. Persons operating passive craft are to be advised not to enter the 100m exclusion zone perimeter and given a Safety Direction to leave the area if required. Wash and speed restrictions, per NSW Government Gazette Marine Notice, should be re-iterated to displacement & semi-displacement cruisers. See note above regarding passive vessels.

11. Competitor On-Course Side (OCS)

If a race yacht is deemed by the race committee to have crossed the start line prior to the start signal the yacht may be required to restart. The yacht must sail around one end of the start line from which the yacht started. Race Control will notify any boats that are OCS 5 minutes after the start. Yachts restarting may require some assistance from a control vessel. SSAEO to monitor VHF 72 and advise SHOC of 'clear start' or returning vessel information by GRN A and request for assistance with spectator vessels if required.
12. Compliance

Aims and Objectives
A. To encourage compliance with the 6 Knot, No Wash Restriction
B. Deter vessels navigating in a dangerous manner and returning to harbour via the exclusion zone
C. Acquire photographic evidence to ensure compliance

Speed Hump 1: Action plan adjacent West Channel

Step 1 Before Race Start
- WP22 take up position off Georges Head midstream spectators
- WP50 take up position off Georges Head in EZ abeam WP22
- WP34 take up position off Chowder Point
- WP53 moves into the middle of spectator Channel abeam buoy 116
- WP65 patrol along Western EZ Boundary line abeam WP53
- MA225 Midstream spectator fleet Taylors Bay abeam of middle start line

Step 2 From Race Start for 10 minutes
- Patrol - move with spectator fleet at 6 knots
- Actively encourage speeding vessels to slow down, photograph registration number and comply with the speed restrictions

Step 3
- MA225 10 minutes after start assist with EZ enforcement between buoys 90 and 100 as required

Speed Hump 2: Action plan North and South Head Channels

Step 1 Before Race Start
- WP23 take up position off South Head just inside the EZ
- MA223 take up position vicinity EZ Buoy 61 west of South Head inside EZ
- WP400 take up position off North Head channel Buoys 92-97 - patrol to deter line breaking.
- WP52 patrol along South Head channel EZ Boundary line.

Step 2 As Yachts Round turning marks and clear the Heads
- Patrol and hold safe position
- Actively encourage speeding vessels to slow down, photograph registration number and comply with the speed restrictions
- After initial rush return to primary duty

Speed Hump 3: Action plan East Channel

Step 1
- WP21, WP32 and MA100 take up position just north of Vaucluse Point at 1255. In triangular formation 100m apart. MA100 at northern tip of triangle. Communications on VHF15
- MA226 ahead of Triangle group off Camp Cove acting as pouncer, target speeding and passive craft.
- At Start 1300 Triangle group Speed 6 Kts. At this speed Triangle Group will arrive at South Head at 1310.
- Actively encourage speeding vessels to slow down, photograph registration number and comply with the speed restrictions
Enclosures 1 - 8

Enclosure 1 - Radio Communication and Timeline

<table>
<thead>
<tr>
<th></th>
<th>GRN Profile</th>
<th>VHF</th>
<th>VHF Backup</th>
<th>Other</th>
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<td>Maritime Sector A</td>
<td>A</td>
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<td>CYCA</td>
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<td>15</td>
<td>74</td>
<td>Race Control VHF 72 &amp; VHF 71</td>
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</table>
| Sydney Ports VTS |             | 13  |            | Spectator/recreational emergency radio communication - VHF 16 or VHF 13 (Syd Harbour)

Timeline Thursday 26 December 2019

0800 Port closed to seagoing movements
0900 Operational Briefing in Training Rooms 1A and 1B
0930 Meals, Hand Signs, GRNs issued from SHOC Store
0945 On Water
1000 Le Laperouse departs White Bay – MA005 and MA007 additional escorts
1000 Rushcutters Bay exit corridor patrol
1100 All Control units on station
1130 Special Event Area Activated- 6 Knots No Wash
1200 Exclusion Zone Activated Sails down for non-competitor vessels in Special Event Area
1255 Speed Hump Vessels in Position
1300 Start
1300-1310 Speed Humps activated
1305 Advice of early starters from CYCA
1305 MAC Nemesis mark collapsing EZ / Buoy Recovery commences
1420 Exclusion Zone de-activated or earlier if necessary
1420 Special Event Area De-activated
TBA Stand down. Refer to SHOC
1500 Return GRNs, Hand signs to SHOC.
1600 Port reopens to seagoing movements

Enclosure 2 - Resource Allocation SHOC and MAC

<p>| | | | |</p>
<table>
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<td>Doolin</td>
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<td>SHOC</td>
<td>Logue</td>
<td>SHOC Deputy Cmdr. (VHF)</td>
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<td>MIMS</td>
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## Enclosure 3 - Resource Allocation Maritime On Water

<table>
<thead>
<tr>
<th>Vessel</th>
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<th>Buoy Area</th>
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<td>Porter</td>
<td>Jones, Dudley, VIP's</td>
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<td>MA010</td>
<td>O’Hara</td>
<td>Bayfield</td>
<td>A Sector Command</td>
<td>Roam A</td>
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<tr>
<td>MA008</td>
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<td>T Taite</td>
<td>A</td>
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<td>MA007</td>
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<td>MA023</td>
<td>L Inglese</td>
<td>A Welfare</td>
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<td>MA004</td>
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<td>MA013</td>
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<td>MA006</td>
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<td>* MA223</td>
<td>Phillis</td>
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<td># MA100</td>
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<td>C Logue</td>
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<td>*# MA226</td>
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* Denotes Rushcutter's Bay Channel 1015-1145
# Denotes Speed Hump 1255-1310
MRNSW Resources

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<thead>
<tr>
<th>Vessel</th>
<th>Master</th>
<th>Crew</th>
<th>Sector</th>
<th>Buoy Area</th>
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<tr>
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<td>80-88</td>
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<td>B</td>
<td>73-79</td>
<td>PH30</td>
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Police Vessels

WP11 to move inside the EZ in the area behind start line 1.
• WP53 to patrol between buoys 7 - 140
• WP54 to patrol between buoys 7 - 30
• WP56 to patrol between buoys 30 - 70
• WP21 to patrol between buoys 40 - 60
• WP22 to patrol between buoys 110 – 140
• WP23 to patrol between buoys 60 - 79
• WP400 to patrol between buoys 80 - 110
• WP50 to patrol between buoys 100 - 140
• WP52 to patrol between buoys 60 - 79
• WP32 to patrol between buoys 30 - 60
• WP34 to patrol between buoys 110 - 140
• WP65 to remain on standby for WP11 to task accordingly if required.
• Jet 01, Jet 02, to conduct HVP of EZ between buoys 01-130 both inside and outside the marked EZ area with particular attention to non-powered craft such as surf boards and kayaks within 100 metres of the edge of the EZ
• Jet 03, Jet 04 to conduct HVP of EZ between buoys 12-40 both inside and outside the marked EZ area with particular attention to non-powered craft such as surf boards and kayaks within 100 metres of the edge of the EZ
## Enclosure 4 - Maritime Specific Vessel Tasks

<table>
<thead>
<tr>
<th>Time</th>
<th>Vessel/s</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>0955-</td>
<td>MA005, MA007</td>
<td>Escort Le Laperouse from White Bay to Junction Bell. Contact Pilot on</td>
</tr>
<tr>
<td>1045</td>
<td></td>
<td>VHF* for directions (&quot;VTS to advise channel)</td>
</tr>
<tr>
<td>1015-</td>
<td>MA223, MA226</td>
<td>Rushcutters Bay competitor channel- See note 1 below</td>
</tr>
<tr>
<td>1145</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>MA001</td>
<td>Sector Commander B (east)</td>
</tr>
<tr>
<td></td>
<td>F Inglese</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MA010</td>
<td>Sector Commander A (west)</td>
</tr>
<tr>
<td></td>
<td>O'Hara</td>
<td></td>
</tr>
<tr>
<td>1255-</td>
<td>MA226, MA100</td>
<td>Speed Hump Watsons Bay</td>
</tr>
<tr>
<td>1310</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1255-</td>
<td>MA225</td>
<td>Speed Hump western side of EZ Taylors Bay to Obelisk Bay then assist</td>
</tr>
<tr>
<td>1310</td>
<td></td>
<td>with EZ management near buoys 90-100 as required</td>
</tr>
<tr>
<td>SHOC</td>
<td>MA003, MA006</td>
<td>Provide wash mitigation assistance to ES vessel removing EZ buoys</td>
</tr>
<tr>
<td>to direct</td>
<td></td>
<td>as per direction from SHOC</td>
</tr>
</tbody>
</table>

### Notes:

1. **MA223 and MA226** to be deployed in Rushcutters Bay where the channel narrows to maintain access for CYCA Authorised vessels (see authorised vessels list- displaying (GOLD Flag) and competitors to access or depart the marina from 10:15 -11:45. Advise Sector Commander when on station at Rushcutters Bay and upon arrival to EZ location/ roving duties.

2. On completion of crowd control duties and under direction from SHOC and Sector Commanders, crews and equipment from Broken Bay/ Hawkesbury River, Botany Bay, Port Hacking, Port Kembla and Marine Rescue vessels are to be transferred to Sydney Harbour Maritime vessels at locations to be determined by weather and sea conditions. First preference to be Watsons Bay near the Customs Mooring. This is to allow vessels to begin transiting to home ports without the need to return to Rozelle.

3. Vessels assisting from other ports are not to continue to seaward after the start. SHOC Command and Sector Commanders are to coordinate stand down times based on need. Masters are to await instructions rather than contact Sector Commanders for stand down.

4. Vessels transiting to other ports listed above are to do so in company where possible. Masters are to log on with SHOC/ Access line prior to departure from Sydney Harbour and log off again once the transit to the home port is completed.
MARINE NOTICE
Section 12(2)
REGULATION OF VESSELS – EXCLUSION ZONE AND SPECIAL RESTRICTIONS

Location
Sydney Harbour - Garden Island to Sydney Heads as follows:

All navigable waters bounded by imaginary lines drawn between:
- Garden Island Port Hand Beacon and Bradley’s Head Light
- the most northerly point of Middle Head, and Cannae Point Flagstaff,
- North Head starboard hand beacon and Macquarie Light

Event Duration
Thursday 26 December 2019, from 11:30am to 2:20pm

Detail and Special Restrictions
A special event will take place on Sydney Harbour at the above location, being the Rolex Sydney to Hobart Yacht Race 2019. Due to the potential to affect the safety of navigation, a Regulated Area with declared special restrictions will be established at the location specified above.

Pursuant to section 12(3) of the Marine Safety Act 1998, those restrictions are as follows:

- No sail vessel other than official competing yachts may have sails hoisted between 12:00pm and 2:00pm;
- The Regulated Area is declared a strict 6 knot speed limit zone and a “no wash” zone for the duration of the event;
- Vessels intending to accompany or follow the racing fleet outside the heads are required to follow strict navigation channels - leaving the Harbour in the vicinity of South Head and re-entering via North Head, then using the Western Channel while keeping to the starboard side of the channel.
- Vessels intending to observe the event without leaving the Harbour are required to position their vessels on, and remain on, the western side of the Harbour or south of Vaucluse Point on the eastern side of the Regulated Area.

Exclusion Zone
In addition, an Exclusion Zone will be established within the Regulated Area between 12:00pm and 2:20pm, which will be marked by a perimeter of yellow buoys.

NO UNAUTHORISED VESSELS are to enter the Exclusion Zone, which will be patrolled by Transport for NSW (TfNSW) Maritime patrol vessels, Water Police, and other official control vessels.

No Anchoring or Passive Craft Zone
Also pursuant to section 12(3) of the Marine Safety Act 1998, a “No Anchoring or Passive Craft Zone” will be established approximately 100m around the Exclusion Zone generally, extending to 200m from the Exclusion Zone in the Watsons Bay/Vaucluse Bay area, and extending to the whole area between the Exclusion Zone and North Head. See map on pages 14 and 15 of Sydney’s Summer Aquatic Events Guide at http://www.rms.nsw.gov.au/about/news-events/sydneys-summer-aquatic-events/index.html
NO VESSELS are permitted to anchor in this area under any circumstances, and due to the safety risk posed by the event and by spectator vessel traffic, NO NON-POWERED PASSIVE CRAFT (e.g. canoes, kayaks, surf boats, surf skis, rowing craft) are permitted in this area at any time. Penalties apply (see below).

**Directions**
TfNSW advises:

1) Persons within the vicinity of the Regulated Area must comply with any directions given by a Boating Safety Officer or Police Officer in relation to the special event or to marine safety. Failure to comply with any such direction is an offence (*Marine Safety Act 1998, s.15A - Maximum Penalty $3,300.00)*.

2) Any vessel operator
   - breaching the Special Restrictions detailed above; or
   - entering the Exclusion Zone; or
   - breaching the “No Anchoring or Passive Craft Zone” rules detailed above

is liable to be guilty of an offence (*Marine Safety Act 1998, s.12(5) - Maximum Penalty $1,100.00*)
Penalties may apply.

**Maps and Charts Affected**
RMS Boating Map – 9D
RAN Hydrographic Chart AUS 200

Marine Notice SE1908

Date: 12 December 2019

Drew Jones

Senior Special Aquatic Events Officer

Delegate
Enclosure 6 – Event Map
Enclosure 7 – Sydney to Hobart Start Buoy Deployment Plan

BUOY DEPLOYMENT PLAN

Monday 23 December 2019

* Buoy deployment not to commence without Sydney Ports VTS Permission

0800 - ES 6 to deploy 40 Aqua marks from south of Shark Island to Laings Point numbered 7 to 46

Note: Buoy 47 will not have to be laid as structure can be used as part of the line.

ES5 to deploy 13 Aqua marks from Laings Point to Inner South Head numbered 48 to 60

*These Aqua marks will have lights fitted and activated

1100 - Buoy deployment completed and vessels reloaded for Boxing Day.

Thursday 26 December 2019

*Buoy deployment not to commence without Sydney Ports VTS Permission

0730 - ES 5 to deploy 45 Aqua marks at Bradley’s Head numbered 6 to 1, and 168 to 130 Georges Head. Note: Buoy 163, 162, 161, 160, 159 to be deployed after vessel LA Perouse clears Bradley's Head.

ES5/6 to deploy 23 Aqua marks from Georges Head to Middle Head numbered 129 to 106.

6 Knot No wash Banner attached to Bradley’s Head Light walkway.

ES6 to deploy 19 Aqua marks Inner South Head numbered 60 to 79.

ES6 to deploy 26 Aqua marks Inner North Head to Middle Head numbered 80 to 105.

ES5/6 to attach 2 Phil buoys on Aqua marks 166 and 13.

*Vessels to notify Sydney Ports VTS when buoy deployment is completed.

08:00 - Port closure.

ES6 Return to Pilot Station Watsons Bay for 10:30 to 11:45 break, be near vessel around 11:30 to be on standby

ES5 Return to Pilot Station Watsons Bay for 11:15 to 12:30 break

13:00 – ES5/6 Commence recovery of all exclusion zone buoys starting with buoys in Western Channel.

13:00– ES7 start at buoy 38 working back to 165

16:00 - Port opening.

16:00 - Vessel to notify Sydney Ports VTS of once completed last buoy recovery in Western Channel

18:00 - All exclusion zone buoys recovered, if not the remainder will be recovered 27th December Notify Sydney Ports VTS of status

NOTE: ES vessel to attach banner (6 Knot No Wash) to Bradley’s Head light walkway.
Enclosure 8 – Risk Register

Reference: Major Events On-Water Risk Assessment 2019

All persons operating or crewing aboard Maritime vessels during major aquatic events must first be properly inducted and familiar with the particular vessel SMS, operating and safety systems. Vessel masters are not to use a vessel that they have not been specifically inducted into.

In the event of a situation occurring as below, contingencies as detailed are to be implemented.

1 Racing yacht crosses EZ line and into spectator craft area.

Plan

CYCA Racing Rules apply – subject to appropriate protest. All vessels are to take avoiding action in accordance with the Col Regs. The EZ line is clearly marked with yellow Aqua marks 1 metre high, 75 m apart and marked and flagged. Control Vessels are patrolling the lines. CYCA has briefed competitors that action will be taken, resulting in time penalty or possible disqualification; subject to protest should they cross the EZ lines.

2 Competing yacht course on a steady bearing with a Control Vessel within Exclusion Zone.

Plan

Assuming the Control Vessel is in crowd management mode, flying the NSW State flag to facilitate Identification - is inside the EZ; if at a distance of 100m approx. and greater, outside the collision zone, the Control Vessel must move out of the way. If at a lesser distance the Control Vessel should consider holding position and will rely on approaching competitor vessel to take appropriate and timely avoiding action through responsible safe look out/helmsman communication and course alteration. Be prepared to take evasive action.

3 Competing yacht loses crew member overboard.

Plan

Where possible the yacht /CYCA will affect recovery. If necessary and at the CYCA’s request recovery will be undertaken by a Roads and Maritime Services Control RHIB or other vessel designated at that time. Where immediate recovery is not possible, a Water Police vessel (or other vessel) designated at that time, will provide a traffic buffer to enable the recovery the person by the designated Roads and Maritime Services recovery vessel.

4 Medical Emergency

Plan

Two Water Police Vessels will have NSW Ambulance Service Paramedics on board for all medical emergencies. In event of medical emergency administer First Aid, alert SHOC, call 000 and wait for further directions.

Drew Jones
Special Aquatic Events Officer
<table>
<thead>
<tr>
<th>Vessel Name</th>
<th>Rego</th>
<th>Length</th>
<th>Colour</th>
<th>Type</th>
<th>Master</th>
<th>Mobile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alfred's 1</td>
<td>RPAYC1N</td>
<td>11m</td>
<td>White</td>
<td>Grand Banks flybridge</td>
<td>Ted Anderson</td>
<td>0412 005 585</td>
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<tr>
<td>Alfred's 2</td>
<td>2RPAYCN</td>
<td>10.5m</td>
<td>White</td>
<td>Steber 34</td>
<td>Brendan Rourke</td>
<td>0412 180 509</td>
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<tr>
<td>Ally Hunter - Av Fish</td>
<td>21617</td>
<td>10.5m</td>
<td>Blue</td>
<td>Aluminium</td>
<td>Hovannes Aslanian</td>
<td>0429 207 978</td>
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<tr>
<td>CYCA Brig 3</td>
<td>A/Y314N</td>
<td>5.7m</td>
<td>Blue</td>
<td>Brig 570 RIB</td>
<td>Murray Jones</td>
<td>0433 888 159</td>
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<tr>
<td>CYCA Brig 2</td>
<td>A/Y316N</td>
<td>5.7m</td>
<td>Blue</td>
<td>Brig 570 RIB</td>
<td>Jordan Reece</td>
<td>0433 272 283</td>
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<tr>
<td>Don Mickleborough</td>
<td>A10584N</td>
<td>5.7m</td>
<td>Blue</td>
<td>Brig 570 RIB</td>
<td>Pam Scrivenor</td>
<td>0428 402 240</td>
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<tr>
<td>Eclipse</td>
<td>22132</td>
<td>23.9m</td>
<td>White</td>
<td>Catamaran</td>
<td>Todd Hull</td>
<td>0413 483 698</td>
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<tr>
<td>Fire Stopping</td>
<td>57803</td>
<td>8.5m</td>
<td>Grey/White</td>
<td>Protector RIB</td>
<td>James Bury</td>
<td>0418 169 339</td>
</tr>
<tr>
<td>Free Spirit</td>
<td>63545</td>
<td>13.7m</td>
<td>Orange</td>
<td>Cruiser</td>
<td>Tony Curtis</td>
<td>0414 520 311</td>
</tr>
<tr>
<td>Gitana</td>
<td>RSYSN</td>
<td>11m</td>
<td>White</td>
<td>Steber 36 Flybridge</td>
<td>David Ritchard</td>
<td>0418 262 915</td>
</tr>
<tr>
<td>Gordon Marshall</td>
<td>18616</td>
<td>11m</td>
<td>White</td>
<td>Steber 36</td>
<td>Steve Cole</td>
<td>0407 487 158</td>
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<tr>
<td>Highlander</td>
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<td>14.4m</td>
<td>White</td>
<td>Cruiser</td>
<td>Grant Pollit</td>
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</tr>
<tr>
<td>Hugh George</td>
<td>CC706N</td>
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<td>White</td>
<td>Motor Vessel</td>
<td>Phil Yeomans</td>
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<td>IVY</td>
<td>A/Y216N</td>
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<td>JBW</td>
<td>21210</td>
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<td>White</td>
<td>Motor Cruiser</td>
<td>Andrew Copley</td>
<td>0417 284 844</td>
</tr>
<tr>
<td>Julius Charody</td>
<td>55504</td>
<td>6.7m</td>
<td>Blue/White</td>
<td>Southwind Launch</td>
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<td>Legal Tender</td>
<td>21707</td>
<td>9m</td>
<td>White/Blue</td>
<td>Centre Console O/R</td>
<td>Andy Baker</td>
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<td>Magistic 2</td>
<td>21947</td>
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<td>Power Catamaran</td>
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<td>Mischief</td>
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<td>10.1m</td>
<td>White</td>
<td>Scimitar 1010 Cat</td>
<td>Ian Kingsford Smith</td>
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<td>No Name</td>
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<tr>
<td>Offshore</td>
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<td>White</td>
<td>Steber 36 Flybridge</td>
<td>Tom Giese</td>
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</tr>
<tr>
<td>On Point - Av Fish</td>
<td>24389</td>
<td>8.5m</td>
<td>Blue</td>
<td>Aluminium</td>
<td>George Aslanian</td>
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<tr>
<td>Quantum</td>
<td>24172</td>
<td>27.6m</td>
<td>Blue/White</td>
<td>Luxury Cruiser</td>
<td>Simon Loneragan</td>
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</tr>
<tr>
<td>Red Duck</td>
<td>54220</td>
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<td>Red</td>
<td>Zodiac Pro 730 RIB</td>
<td>Justine Kirkjian</td>
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<tr>
<td>RIB</td>
<td>DC2N</td>
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<td>Grey</td>
<td>Rigid Inflatable</td>
<td>Scott Cotton</td>
<td>0431 700 070</td>
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<tr>
<td>Rippleside</td>
<td>JK460N</td>
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<td>Grey</td>
<td>AWB 40</td>
<td>John Winning</td>
<td>0417 203 754</td>
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<tr>
<td>Shellbank</td>
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<td>White</td>
<td>Motor Vessel</td>
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<tr>
<td>Solstice</td>
<td>0110N</td>
<td>8.5m</td>
<td>Red/White tubes</td>
<td>Protector RIB</td>
<td>Anthony Dunn</td>
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</tr>
<tr>
<td>TT JBW</td>
<td>54049</td>
<td>6m</td>
<td>Blue</td>
<td>RIB</td>
<td>John Winning</td>
<td>0417 203 754</td>
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<tr>
<td>The Duchess</td>
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<td>Metallic Blue</td>
<td>Palm Beach 65</td>
<td>James O'Neill</td>
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<tr>
<td>VSR</td>
<td>QD908</td>
<td>5.8m</td>
<td>Blue</td>
<td>RIB</td>
<td>Angus Williams</td>
<td>0426 826 895</td>
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<tr>
<td>Yackatoon</td>
<td>21062</td>
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<td>White</td>
<td>Flybridge Cruiser</td>
<td>Greg Hourigan</td>
<td>0413 266 365</td>
</tr>
<tr>
<td>RIB</td>
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<td>Grey</td>
<td>RIB</td>
<td>Mat Belcher</td>
<td>0411 090 132</td>
</tr>
</tbody>
</table>
Enclosure 10 - Sydney to Hobart Start Delayed Start Procedures

In the event that the start of the race is to be delayed for any reason (weather etc.) as soon as practical CYCA (in conjunction with Maritime, Port Authority of NSW and Marine Area Command) is to convene a conference call to discuss timings, resources and communications. CYCA will use the conference phone number 8292 7889 for this purpose. CYCA to handle initial media enquiries.

Scenario:

Sydney Area forecast – Gale Warning or higher (>34knots)

- CYCA, Maritime, MAC, PANSW discuss options to delay start based on expected duration of gale or higher
- **Scenario 1 6?** Hour delay- east and west EZ lines in place (west line south of Bradleys and NW corner consider options to reduce or not lay), consider not laying southern EZ line and buoys in areas of large ocean swell. Reduced control vessel fleet
- **Scenario 2 24?** Hour delay- Consider laying every 2\textsuperscript{nd} or 3\textsuperscript{rd} north and south EZ line buoy, consider not laying southern EZ line and buoys in areas of large ocean swell. Alternately lay western/northern EZ west of buoy 88 (due north of Victor race mark)
- **Scenario 3 >24hr delay**- Consider laying only EZ buoys east and west of start lines (especially if start planned for late in day e.g. 7pm)
- All scenarios - Likely significantly reduced spectator fleet due to weather and change in start time (other holiday plans etc) 6 hr delay likely still a significant spectator fleet but greatly reduced from 1pm start time
- Other than 6hr delay, scenarios would see a significantly reduced control vessel deployment due to rostering etc.
- Consider impacts to ferry services, ship movements and port closure

Sydney Area Forecast- large ocean swells

- CYCA, Maritime ES, MAC, PANSW discuss options for reduced buoy laying plan
- Unsafe or impractical to lay EZ buoys in areas exposed to ocean swells.
- Likely reduce spectator fleet (small vessels less likely to attend), only larger vessels likely to venture offshore and not likely to go as far as in normal conditions
- Communication to boaters warning of large ocean swells and appropriate safety messaging
- Communication to boaters via social media etc requesting boaters stay clear of competing yachts and advising of reduced buoy deployment but existence of standard EZ using increased Maritime, MRNSW and MAC assets

Communication

- Significant communication from CYCA via Channel 7, website, social media, sailing channels etc. Maritime and MAC website and social media to align with CYCA message.
- As forecast becomes more accurate in the lead up days, potential scenario communications commence.

Possible delayed start due to unforeseen Sate/National/Worldwide significant event that may redirect control or safety management resources making starting the event at the planned time/date in poor taste or deemed unsafe. Similar control measures would be deployed/allocated as per similar time delay for weather related scenarios.
## Enclosure 11 - Contact List

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
<th>Telephone</th>
<th>Mobile</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHOC</td>
<td>Maritime Control</td>
<td>9563 8677</td>
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<tr>
<td>SHOC Emergency</td>
<td>Maritime Control</td>
<td>9563 8687</td>
<td></td>
</tr>
<tr>
<td>Chris Doolin</td>
<td>PM Sydney</td>
<td></td>
<td>0428 918 769</td>
</tr>
<tr>
<td>Damian Logue</td>
<td>A/MO Sydney</td>
<td></td>
<td>0491 229 958</td>
</tr>
<tr>
<td>Drew Jones</td>
<td>SSAEO</td>
<td>9563 8691</td>
<td>0417 603 458</td>
</tr>
<tr>
<td>Wayne Cartner</td>
<td>Manager ES</td>
<td>9563 8591</td>
<td>0418 941 578</td>
</tr>
<tr>
<td>Ray Moss</td>
<td>Team Leader ES</td>
<td>9563 8592</td>
<td>0418 335 414</td>
</tr>
<tr>
<td>Matt Brown</td>
<td>Duty Investigator</td>
<td></td>
<td>0408 581 054</td>
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<tr>
<td>Mark Burgess</td>
<td>SHOC IT Support</td>
<td></td>
<td>0491 217 479</td>
</tr>
<tr>
<td>Ian Steiggrad</td>
<td>Indigo Support</td>
<td></td>
<td>0411 367 869</td>
</tr>
<tr>
<td>Peter Steiggrad</td>
<td>MRNSW SHOC LO</td>
<td></td>
<td>0410 499 807</td>
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<tr>
<td>Justine Kirkjian</td>
<td>Sailing Manager CYCA</td>
<td>8292 7889</td>
<td>0419 288 323</td>
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<td>CYCA Emergency</td>
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<tr>
<td>Assist. Sailing Manager CYCA</td>
<td></td>
<td>8292 7803</td>
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<tr>
<td>Insp Joe McNulty</td>
<td>MAC</td>
<td>9320 7501</td>
<td>0400 418 901</td>
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<tr>
<td>Joakim Trygg Mansson</td>
<td>PANSW</td>
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<td>0409 811 810</td>
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<tr>
<td>Sydney VTS</td>
<td>Port Authority NSW</td>
<td>9296 4003</td>
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<tr>
<td>Glenn Evans</td>
<td>Marine Rescue NSW</td>
<td></td>
<td>0437 566 786</td>
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<tr>
<td>Marine Rescue NSW</td>
<td>South Head Signal Station</td>
<td>9337 5033</td>
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<tr>
<td>Marine Rescue NSW</td>
<td>Terrey Hills</td>
<td>9450 2468</td>
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<tr>
<td>Ben Khan</td>
<td>Snr Events Coord NPWS</td>
<td>9585 6756</td>
<td>0438 285 943</td>
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<tr>
<td>Aaron Shaw</td>
<td>Sydney Seaplanes</td>
<td>9388 1978</td>
<td>0405 621 011</td>
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<tr>
<td>Lisa Sainsbury</td>
<td>BOM</td>
<td>9296 1545</td>
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<tr>
<td>Ferry Control</td>
<td>TSF</td>
<td>8113 3005</td>
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### MRNSW Contacts

<table>
<thead>
<tr>
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I. **Purpose of the document**

This document intends to describe the management of the Zodiac operations. This document does not deal with the initial training process of Zodiac drivers and training certificate issuance. For that subjects refer to the card *ALL.HRM. P.3.02 Zodiac training program*.

II. **Scope**

Master, Deck & Engine officers, Expedition leader & Naturalists

III. **Definitions**

Zodiac driver: person holding a Company Zodiac driver training certificate (*ALL.HRM. R.3.16.*). IAATO: International Association of Antarctica Tour Operators

IV. **Zodiac operations**

A. **Responsibilities**

**Master**
Before any Zodiac operation, the Master assesses the conditions & the forecast. He/she is the one to decide whether the Zodiac operations may be conducted. He/she should consider the safety of the operations of disembarkation/embarkation, during the transit and at the landing site if any.

**Staff Captain**
Staff captain is responsible for the zodiac operations: launching & recovering of Zodiaks, number of Zodiaks in operation, training, briefing, embarking & disembarking people. The Staff Captain is also responsible for the Zodiac maintenance (engines excluded).

**Expedition officer**
On behalf of the Staff Captain, the Expedition Officer may manage the Zodiac operations. He/she should make sure that the safety procedures are respected.

**By delegation of the Chief Engineer, the Hotel Engineer** is responsible for the maintenance of the outboard engines.

**Expedition Leader (if applicable)**
The expedition leader is responsible of the safety at the landing point. He has to make sure that conditions to disembark passengers are suitable.

**Zodiac drivers**
The Zodiac drivers are responsible of the passenger’s safety when they are on board the Zodiac. They are also responsible for keeping the material in a good condition. Every failure, missing, loss… must be reported to the bridge or to the Staff Captain.
Bridge Officer
The deck Officer of watch follows the progress of the operations at anytime. He/she keeps a log of the Zodiacs being operated. He/she keeps watch on the VHF working channel & keeps radio contact with Zodiacs. He/she relays communications if needed. He/she reports to the Staff Captain any event, failure, weather change...

B. Specific trainings
Before operating Zodiacs in an area with specific dangers or regulations, the Zodiac drivers should attend a specific training. The Staff Captain is responsible for arranging these trainings. The specific trainings should deal with the foregoing items if applicable. The list is not restrictive.

✓ Specific driving skills to master in the zone
✓ Weather in the area (conditions often encountered, evolution of weather, …)
✓ Tide, currents
✓ Sea state / swell to be expected
✓ Wildlife (risks, preservation)
✓ Cold water (risks, survival techniques…)
✓ Ice (dangers, safe distance)
✓ Specific rules & regulations (e.g. IAATO rules in Antarctica)
✓ Experience feedbacks

C. Rescue Zodiac
At any time when conducting Zodiac operations, a rescue Zodiac should be ready without passenger to make interventions. This Zodiac is fitted with a Jason’s Cradle.

D. Starting Zodiac operations

Arrival on site
When the ship arrives on site, the Expedition Leader, the Master & the Staff Captain assess conditions. The Master is to decide whether Zodiac operations may be conducted or not.

No operation should be conducted when Beaufort scale exceeds 6 and height waves exceed 2 meters.

As permission is granted, Staff captain & Expedition Leader agree on the number of Zodiacs to be launched, considering number of passengers, weather & landing conditions, distance to the ship.

Scouting
A first Zodiac is launched for reconnaissance.
In case of landing, the first Zodiac goes towards the shore in order to prepare the landing site. The survival kits & emergency material is landed as soon as possible.
The Expedition Leader participates to the scouting. The Staff Captain or any crew member designated by the Staff Captain may participate to the scouting to check the conditions.
Briefing
Before starting landing/cruising operations, the Staff Captain and the Expedition Leader brief the Zodiac drivers about the site-specific risks and rules to be followed:

- Route to destination for the landings
- Route for cruising
- Position of known shallow waters
- Weather conditions & forecast (wind, sea state, visibility, …)
- Current
- Tide
- Maximum number of passengers per Zodiac
- Information about the landing/cruising area
- Time schedule of operations
- Speed
- VHF communication channel
- Last Zodiac time

E. Zodiacs launching

Before boarding the Zodiacs

The Zodiac preparation team prepares the Zodiacs for operation on deck 7:

- Puts the drain plugs
- Checks air tubes are properly inflated
- Checks gasoline tank level and the gasoline tank is properly plugged on the engine
- Checks the engine key and life cord are in position
- Checks the gasoline filter
- Starts engine for warming up if necessary
- Checks the lifting sling is properly shackled
- Opens air vent of the gasoline tank
- Connects the painter line

The drivers must:

- Wear suitable clothes
- Hold a VHF fully charged in a waterproof hood
- Hold GPS and AIS tracker with fully charged batteries (if applicable)
- Wear a lifejacket in good condition and properly buckled.

Boarding the Zodiacs

2 drivers board the Zodiac from:
- On Le Ponant, the portside gangway.
- On LBS, the pilot door deck 2
- On EXS, the pilot door deck 2

Warning: No driver should board a Zodiac without presence of a shell door attendant. The shell door attendant must be fitted with a lifejacket & a radio, and must be able to report in case of Man Overboard.
After boarding, the driver is the one to request lowering to the crane operator. Once the Zodiac is afloat, the driver:

1. Releases the lifting hook
2. Starts engine
3. Let go the painter line
4. Goes away from the ship’s side.

Then the driver:

✓ Checks presence of the safety material on board / drums closed
✓ Checks both gasoline tanks are full, air vent is open. If necessary he/she requests refuelling.
✓ Ensures the engine is draining water thus indicating the cooling system is working properly
✓ Check the ropes are properly stowed in the Zodiac, propeller clear
✓ Air tubes properly inflated & section valves in “navigation” position
✓ Secure the lifting sling in the forward box
✓ Zodiac pilot reports to the bridge “Zodiac n°… launched”

F. Approaching the Marina

As the ship propellers may generate strong current at the Marina, the Zodiac drivers shall request permission to the bridge before approaching the Marina. Instructions should be provided by the bridge regarding the ship status (at anchor / manoeuvring / using dynamic positioning) and the required reports or the report exemptions.

G. Embarkation/disembarkation of passengers (marina / tender platform)

A crew member checks that every person going to the embarking area wears lifejacket, properly donned and buckled. Crew members from the deck department stand at the marina/tender platform, take care of the Zodiac mooring and assist passengers & crew for embarking/disembarking. The driver should handle his/her Zodiac to allow safe operations.

The embarkation/disembarkation should be stopped if the conditions make the operations temporarily unsafe.

Zodiac driver places passengers on board zodiac to ensure optimal transit condition.
When all passengers are seated, the driver introduces himself and provides safety instructions (importance to remain seated, to keep hands and legs inside, to keep lifejackets buckled, explanation of the landing procedures...).

When a Zodiac driver returns passengers to the ship, he/she has to inform marina to be sure crew members are available to help passengers to disembark. If there is no crew member, passengers shall not disembark.

H. Communications

During the Zodiac operations, VHF radio are used for communications. The VHF working channel is defined at the beginning of the operations & communicated to the drivers. When decided to change the working channel during the operations, the new working channel should be announced to all stations involved on the present working channel. Then a radio check should be made will all stations involved on the new working channel.

I. Zodiac positioning & tracking
When requested by the Master or the Staff Captain, the Zodiac drivers shall take a GPS and/or an AIS tracker. Proper operation of each AIS tracker shall be confirmed by the bridge when switching ON the trackers.

J. **Landing**

To ensure safe operations, a shore team attends the landing site to provide assistance to the Zodiac drivers & to assist the embarking/disembarking people. The Expedition Leader & the Staff Captain agree on the number of shore men to attend the landing site. This number should be adjusted during the operations according to the conditions & number of Zodiac operated.

K. **Cruising**

One Zodiac with experimented crew should lead the convoy and report any interesting information to the other drivers. The Zodiac drivers should exchange information between in other about fauna, shallow waters, and other identified risks. The drivers should keep in mind that the passengers in the Zodiac may hear the conversations.

L. **Zodiacs recovering**

When ordered to proceed below the crane, the Zodiac driver should prepare his/her Zodiac:

- ✓ Offloads the additional material. Make the Zodiac tidy & the lines clear.
- ✓ Puts back the sling in position

As the Zodiac is ready, the driver must embark a second driver as assistant:

- ✓ Proceeds below the crane & makes fast the painter line
- ✓ Secures the hook onto the lifting sling
- ✓ Stops & trims engine
- ✓ Put overboard the lines as requested by the crane operator
- ✓ Request hoisting to the crane operator
- ✓ Board the ship on deck 2 (LBS/EXS) or portside gangway (*Le Ponant*)

Warning: No driver should board the ship from a Zodiac at the shell door on deck 2 without presence of a shell door attendant.

The Zodiacs are secured on deck by the crane team.

V. **Amendments**

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I. **Purpose of the document**

This document intends to describe the management of the tendering operations. This document does not deal with the initial training process of tender drivers and training certificate issuance. For that subjects refer to the card ALL.HRM. P.3.03 Tender driver training program.

II. **Scope**

Master, Deck & Engine officers, Deck ratings
The below guidance also applies to external tender operation regarding the safety of passenger stepping on/off.

III. **Definitions**

Tender driver: person holding a Company Tender driver training certificate (ALL.HRM.R.3.18).

IV. **Tendering operations**

A. **Responsibilities**

Master
Before any tendering operation, the Master assesses the conditions & the forecast. He/she is the one to decide whether the tendering operations may be conducted. He/she should consider the safety of the operations of disembarkation/embarkation, during the transit and ashore.

Staff Captain
Staff captain is responsible for the tendering operations: launching & recovering of tenders, number of tenders in operation, schedule, training, briefing, embarking & disembarking people, assessing the overall safety condition and behaviour of external tender. The Staff Captain is also responsible for the tender maintenance (engines excluded).

By delegation of the Chief Engineer, the Hotel Engineer is responsible for the maintenance of the tender engines.

Tender driver
The tender driver is the captain on board the tender that he/she is driving. He is in charge of the navigation and the safety. The tender driver has full authority on the passenger & crew to ensure safe operations. His attitude should be professional. The passengers should feel confident with his drive. Oily bilge water and garbage should be retained on board and returned to the ship.

Bridge Officer
The deck Officer of watch follows the progress of the operations at anytime. He/she keeps watch on the VHF working channel & keeps radio contact with tenders. He/she reports to the Staff Captain any event, failure, weather change...

B. **Tender drivers briefing**

When necessary, the Staff Captain may organize a scouting with the tender drivers.
Before starting operations, the Staff Captain should provide instructions to the tender drivers:

- Routes to be followed & maximum speeds
- Position of shallow waters
- Weather conditions & forecast (wind, sea state, visibility, …)
- Current
- Tide
- Mooring on the shore side
- Advices for manoeuvring
- VHF working channel
- Time schedule of operations

C. Tender launching / recovering

Refer to card ALL.OPS. P.1.12 LB-LR-RB-ZD-Tender launching & recovering.

D. Approaching the ship

As the ship propeller may generate strong current at the Marina, the drivers shall request permission to the bridge before approaching the Marina. Instructions should be provided by the bridge regarding the ship status (at anchor / manoeuvring / using dynamic positioning) and the required reports or the report exemptions.

E. Embarkation/disembarkation of passengers (marina / tender platform)

Crew members from the deck department stand at the marina/tender platform, take care of the tender mooring and assist passengers & crew for embarking/disembarking. The driver should handle his/her tender to allow safe operations.

The embarkation/disembarkation should be stopped if the conditions make the operations temporarily unsafe.

F. Communications and positioning

During the tendering operations, VHF radio are used for communications. The VHF working channel is defined at the beginning of the operations & communicated to the drivers. When decided to change the working channel during the operations, the new working channel should be announced to all stations involved on the present working channel. Then a radio check should be made will all stations involved on the new working channel.

To broadcast any information inside, the tender driver can use the tender Public Address system.

AIS trackers should be used for the bridge to know the tenders position, route and speed, and to provide assistance to the driver if necessary.

V. Amendments

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