



NOAKES SYDNEY GOLD COAST YACHT RACE 2018



Notice of Race
Sydney, Australia

28 July 2018



CRUISING YACHT CLUB OF AUSTRALIA
Home of the Rolex Sydney Hobart Yacht Race

Organised by the Cruising Yacht Club of Australia (ABN 28 000 116 423)
With the cooperation of the Southport Yacht Club

Cruising Yacht Club of Australia

Mr John Markos

Commodore

Mr Paul Billingham

Vice Commodore

Mr Noel Cornish

Rear Commodore

Mr Arthur Lane

Rear Commodore

Ms Janey Treleaven

Treasurer

Directors

Mr Sam Haynes

Mr Anthony Kirby

Ms Leander Klohs

Mr Arthur Psaltis

Contact Details

Cruising Yacht Club of Australia

1 New Beach Road

Darling Point

New South Wales 2027

Australia

Tel: +61 2 8292 7800

Fax: +61 2 9363 9745

www.cyca.com.au

Email: sailingoffice@cyca.com.au

The Noakes Sydney Gold Coast Yacht Race 2018, incorporating a rally for a Cruising Division, will be conducted on the waters of Sydney Harbour, the Tasman Sea and the Coral Sea.

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race.

The races are organised and conducted by the Cruising Yacht Club of Australia with the cooperation of the Southport Yacht Club.

1 RACE

The warning signal for the race will be signalled at 1250 hours (Australian Eastern Standard Time) on 28 July 2018.

The start of the race will be in Sydney Harbour, New South Wales, and the finish will be off Main Beach, Queensland.

The race is a 384 nautical miles passage race.

Details of the course will be included in the Sailing Instructions.

2 RULES

2.1 General

The races will be governed by the current versions of:

- the *rules*, as defined in the Racing Rules of Sailing 2017 - 2020 (“RRS”) of World Sailing;
- the IRC 2018 Rules Parts 1, 2 and 3;
- the ORC Rating System Rules 2018;
- the International Measurement System (“IMS”) Rules and Regulations 2018;
- the rules and regulations of each One Design Class for which there is an eligible boat entered in the race;
- the prescriptions and special regulations of Australian Sailing (“Special Regulations”); and
- this Notice of Race (“NoR”),

except as any of these are modified by the Sailing Instructions (“SI”).

2.2 International Regulations

Whilst a boat in the Cruising Division is operating under its engine the relevant parts of the International Regulations for Preventing Collisions at Sea will replace the rules of RRS, Part 2 in their application to that boat.

2.3 Amendments

The Organising Authority reserves the right to amend this Notice of Race. Amendments will be published on the Official Notice Board and on the event website (<http://goldcoast.cyca.com.au>). Amendments will also be sent to all entrants.

2.4 Official Notice Board

The Official Notice Board is a notice board bearing that name in the southwest corner of the temporary Cruising Yacht Club of Australia clubhouse. Copies of notices may also be placed on the Official Notice Board located on the ground floor of Southport Yacht Club.

2.5 Binding nature of documentation

By entering the race, the owner or charterer of a boat agrees that this Notice of Race (including amendments), the entry, the rules and regulations referred to in paragraphs 2.1 and 2.2 and the Sailing Instructions shall be complied with by the boat and by the owner or charterer.

2.6 Sailing Instructions

The Sailing Instructions will be issued at, and may be available prior to, the race briefing. The Sailing Instructions will also be published on the event website.

2.7 National Jury

The Organising Authority will appoint a National Jury for the race.

3 ELIGIBILITY

3.1 Eligibility of Boats

3.1.1 General Requirements

A boat shall:

- be single hulled and self righting;
- satisfy the stability criteria of the Special Regulations Part 1 Appendix B (referred to in Appendix A of this NOR);
- be built in accordance with the Special Regulations Part 1, Section 3.03;
- have an overall length (LOA) not more than 30.48 metres and not less than 9.0 metres and a waterline length (LWL) not less than 7.3 metres;
- comply with the Special Regulations Part 1 for Race Category 2; and
- have a crew that satisfies the requirements of NoR 3.2.

3.1.2 Insurance

The owner or charterer of a boat entered in the race shall hold a marine legal liability insurance policy with respect to the boat current when racing, with a sum insured of not less than A\$10 million (or its equivalent in another currency). The insurance policy shall state that the boat is covered for the race or that it is covered for yacht races of a length greater than 384 nautical miles.

3.1.3 IRC Boats

A boat may only be entered in the IRC Handicap Category if the boat:

- has a current, valid 2018 IRC Certificate, being an Endorsed Certificate issued by RORC or UNCL;
- has been weighed on scales by a RORC or UNCL approved measurer; and
- complies with all of the current IRC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).

3.1.4 ORCi Boats

A boat may only be entered in the ORCi Handicap Category if the boat:

- has a current, valid ORCi Certificate; and
- complies with all of the current ORC Rating System Rules, save to the extent they are specifically amended or excluded in this Notice of Race or Sailing Instructions (refer RRS 78.1).

3.1.5 One Design Class Boats

A boat may only be entered in a One Design Class if the boat:

- has a current, valid One Design Class Certificate for that class; and
- complies with all of the current Rules and Regulations for that class, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).

3.1.6 Re-measurement

The Organising Authority may require re-measurement of any boat prior to the boat racing.

3.1.7 Equipment Audits

All boats are required to have an Australian Sailing (“AS”) Special Regulations Equipment Compliance Audit Form for Category 2 audited by an approved national auditor.

A boat requiring an equipment audit at the Cruising Yacht Club of Australia should make a booking at the Sailing Office.

3.2 Eligibility of Crew

All crew shall meet the requirements of World Sailing Regulation 19 (World Sailing Eligibility Code).

The minimum number of crew on a boat in the Cruising Division with a VHF radio (or an extension speaker) at a helming station is 4. The minimum number of crew on any other boat is 6.

The minimum age of any person on board a boat is 16 years, with a majority of the crew being of a minimum age of 18 years. Crew aged between 16 and 18 years must provide evidence to the sailing office demonstrating past sailing experience. The Race Committee may, in its absolute discretion, refuse to allow any crew member aged between 16 and 18 years of age to participate in the race.

At least **50%** of the crew on a boat shall have completed a Category 2 race or an equivalent passage. Particulars shall be supplied in the Crew List in the online entry to be provided under paragraph 4.1.

At least **30%** of the crew on a boat shall have completed an Australian Sailing Safety and Sea Survival Course or an approved equivalent. Copies of the crew members’ current shall be provided under paragraph 4.2 (refer Special Regulations Part 1, Section 6.01).

At least **two** crew members on a boat shall hold a current Provide First Aid Certificate or equivalent qualification, or be a practising medical practitioner. Copies of the crew members' current Certificate or other qualification shall be provided under paragraph 4.2 (amends Special Regulations Part 1, Section 4.07.6)

At least **two** crew members on a boat shall hold a Long Range Marine Radio Operators Certificate of Proficiency in Radio Telephony (LROCP) issued by a relevant authority, or higher qualification. Copies of the crew members' current Certificate or other qualification shall be provided under paragraph 4.2 (amends Special Regulations Part 1, Section 3.25.8(b)). It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

3.3 Determination of eligibility

A decision of the Organising Authority or the Race Committee as to any matter under this paragraph 3, including as to whether a boat and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.

3.4 Inspections

In accordance with the Special Regulations Part 1, all safety equipment shall be on board and available for inspection. On request by the Race Committee, boats shall be made available for spot inspection to audit equipment compliance. Spot checks may be carried out prior to the warning signal and after a boat finishes.

4 DOCUMENTATION TO BE LODGED

4.1 Entry

The Organising Authority is not obliged to accept an entry (refer RRS 76.1).

Entry shall be made online through the online entry system (at <http://goldcoast.cyca.com.au/competitors/online-race-entry/> with the following items submitted where current versions are not already held by the Organising Authority:

- Verification of stability (NoR 3.1.1)
- Verification of Hull Construction Standards (NoR 3.1.1) Documentation as required under Australian Sailing Special Regulations Part 1 Section 3.03
- Declaration of Crew Experience (through the Crew List in the online entry)
- Colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be a digital photograph of a size not less than 1200 x 800 pixels.
- Class, Measurement and Rating Certificates, as required (NoR 3.1.1)
- Certificate of Currency of Insurance, in English, with details of the cover and the insurer (NoR 3.1.2)
- Entry fee(s) (NoR 6)
- Audited Special Regulations Equipment Audit Form for Category 2 (including PFD service certificates) (NoR 3.1.1 & NOR 9.4)
- Life Raft Inspection Certificate(s) (NoR 3.1.1)
- CYCA Radio Inspection Certificate (NoR Appendix B)
- 406 EPIRB Certificate (NoR 3.1.1)

The Organising Authority is not responsible for any failure of, or errors in the information provided to it through, the online entry system.

If there is any inconsistency between:

- the statements and information published on the online entry system; and
- this Notice of Race, the rules and regulations referred to in paragraphs 2.1 and 2.2 or the Sailing Instructions, the Notice of Race, the rules and regulations referred to in paragraphs 2.1 and 2.2 and the Sailing Instructions prevail to the extent of the inconsistency.

A completed entry, plus the additional items specified above, shall be received by the Organising Authority by 1700 hours on 6 July 2018.

The entry and the above items may be accepted after that date at the discretion of the Organising Authority, subject to a request for late acceptance being made to the Organising Authority in writing, accompanied by the specified Late Entry Fee.

No entries will be accepted after 1700 hours on 13 July 2018.

4.2 Pre-start Documentation

Subject to acceptance of an entry by the Organising Authority, the following additional items shall be lodged with the Organising Authority where current versions are not already held by the Organising Authority:

- Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalent (NoR 3.2)
- Provide First Aid Certificates or acceptable equivalent (NoR 3.2)
- Long Range Marine Radio Operators Certificates of Proficiency (LROCP) in Radio Telephony or acceptable higher qualification (NoR 3.2)
- For a boat entered in a One Design Class, the document(s) specified by the Organising Authority as contemplated by the One Design Rules and Regulations
- Crew list to be completed in the online entry
- Disclaimer and acknowledgment of rights form, as supplied by the Organising Authority, signed by each crew member (NoR 14 and 15)

The additional items specified above shall be received by the Organising Authority by 1700 hours on 13 July 2018.

The additional items specified above may be accepted after that date at the discretion of the Organising Authority, subject to a request for late acceptance being made to the Organising Authority in writing, accompanied by the specified Late Documentation Fee.

In accordance with RRS 76.1, the Organising Authority will reject or cancel the entry of a boat that does not comply with the conditions of this Notice of Race.

Privacy Note: Personal information about crew members is obtained in crew lists. That information is obtained for use in search and rescue situations and for media purposes. The information will be given to search and rescue authorities and organisations, the Water Police, marine rescue and media representatives, and may be passed on by them to other organisations. A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the Organising Authority.

5 CHANGES TO SUPPLIED DOCUMENTATION

Documentation supplied to or held by the Organising Authority under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 1700 hours on 13 July 2018.

A boat's rating certificate shall not be changed after 1700 hours on 20 July 2018, except as a result of a rating protest or to correct a rating office error.

A boat's crew list may be changed to correct errors, to amend for late crew changes or after protest, but shall not be changed later than two hours prior to the starting signal. After any change to a crew list, the boat shall still satisfy the general requirements of paragraph 3.2.

Changes to the crew or details of any crew member shall be notified in the format available from the Organising Authority.

6 FEES

The following fees shall be paid by credit card, cheque or electronic funds transfer on submission of the entry or late documentation, as appropriate. They are not refundable or rebatable. All fees include Goods and Services Tax (a tax invoice will be issued on request).

Entry fee	A\$380
PLUS the following fee per crew member	A\$45
Additional handicap category entry fee - for each additional category	A\$80
Additional Late Entry Fee	A\$400
Additional Late Documentation Fee	A\$400

A member of the Cruising Yacht Club of Australia will receive a discount of 10%.

7 HANDICAP CATEGORIES

7.1 Handicap Categories

The Sydney Gold Coast Yacht Race 2018 will be conducted with the following handicap categories:

- IRC Boats
- ORCi Boats
- PHS Boats
- One Design Classes selected by the Organising Authority
- Such other categories as may be determined by the Organising Authority having regard to interest expressed by entrants

In addition, a Cruising Division may be conducted.

Within the IRC handicap category, all boats will be scored in the overall result.

The Race Committee in its discretion may allocate boats to divisions within a handicap category. Where less than 10 entries are received for a handicap category, other than a One Design Class, the Race Committee reserves the right to reallocate those boats to another handicap category.

The Organising Authority's determination as to whether a One Design Class or an additional handicap category will be accepted is final and binding. Boats that wish to nominate a One Design Class or an additional handicap category should do so in writing to the Race Committee.

A boat that enters the race will be scored in a handicap category as well as the line honours category. A separate line honours category will be maintained for the Cruising Division. No other boat will be scored only for line honours.

7.2 Entries

A boat may enter:

- any handicap category for which it is eligible; or
- any combination of those handicap categories, other than the PHS Handicap Category. A boat in the PHS Handicap Category may not enter any other handicap category; or
- the Cruising Division.

A boat electing to race in more than one handicap category must pay the additional handicap category entry fee for each additional category (NoR 6).

8 SCORING

8.1 IRC (Overall and all Divisions)

Results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

8.2 PHS (Overall and all Divisions)

Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A boat's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

8.3 One Design Class

The boat with the lowest elapsed time (after application of scoring penalties, if any) in a One Design Class will be scored first.

8.4 ORCi

Results will be decided by the application of the Time-on-Time Simplified Scoring Option, using the ToT Offshore rating as printed on each boat's ORCi Certificate, as a multiplier of elapsed time.

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

8.5 Cruising Division

The Cruising Division will be scored on a points system, details of which will be contained in the Sailing Instructions.

Boats will prior to the start nominate the times at which they intend to first cross certain latitudes, and be awarded points based on the accuracy of that prediction. Points will also be awarded or deducted based on engine and autopilot usage.

The boat with the highest number of points (after application of scoring penalties, if any) will be scored first. The scoring system will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).

8.6 Other Handicap Categories

The Organising Authority will announce the scoring system for any other handicap category determined under paragraph 7.1 when announcing that additional handicap category.

9 CHANGES TO CLASS RULES AND RRS

9.1 Changes to the IRC Rules

IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 11.2 & 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker than shown on her current IRC certificate without an increase of rating.

IRC Rule 22.4: The maximum total weight of crew in kilograms that may sail aboard a boat shall not exceed the crew number printed on the boat's IRC Certificate multiplied by 85.

9.2 Changes to the Racing Rules of Sailing

RRS 41: Whilst racing a boat may retrieve data from any page of the event website details of which are provided in the Sailing Instructions, even if that page is not publicly available. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customised for a particular boat or group of boats, however a boat may obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost. Amends RRS 41(c).

RRS 42: A boat in the Cruising Division may use its engine for propulsion from two hours after its starting signal. That use must cease prior to the boat finishing. Engine hours and miles covered under engine must be logged.

RRS 51: A boat with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.

RRS 52: RRS 52 does not apply to:

- the adjustment and operation of sails or the adjustment of movable appendages on any boat; or
- any boat in the Cruising Division.

RRS 61.3: There is no time limit on protests by the Race Committee or the National Jury. No other protests may be delivered after 1100 hours (AEST) on 1 August 2018, except when seeking redress. In that event, the time limit will be three hours after the protesting boat finishes. The Protest Committee may not extend the time for delivery of a protest.

RRS 78.2: Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.

9.3 Changes to the ORCi Rating System Rules

Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and a boat that is also entered in the IRC division may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under IRC Rule 11.2 and 21.6.1.

9.4 Changes to Special Regulations

Special Regulation 3.24.5 (c): The minimum amount of engine fuel that shall be carried at the start of the race shall be at least Litres = LWL(metres)/0.2.

Special Regulation 3.25.1(d): All boats shall carry on board a satellite phone. The satellite phone shall have coverage for the duration of the race and be connected to main power or have a spare battery.

Special Regulation 4.09(b): All boats shall carry an AIS Transponder.

Special Regulation 5.01.1 (h): A lifejacket shall be worn by each member of the crew at times such as, but not limited to:

- (i) Between the hours of sunset and sunrise
- (ii) When alone on deck
- (iii) When the true wind speed is 25 knots or above
- (iv) When visibility is less than 1 nautical mile.

Special Regulation 5.01.5: Each inflatable PFD type 1 shall be checked and serviced at the intervals as prescribed by the manufacturer by an authorised servicing agent and documented evidence be submitted as part of the entry documentation.

10 BRIEFINGS

10.1 Compulsory Race Briefing

A race briefing will be held at the Cruising Yacht Club of Australia at 1800 hours (AEST) on 26 July 2018. At least **two** crew members of a boat intending to compete in the race shall attend the whole of the race briefing. It is mandatory that two of either: Owner, Skipper, Second in Charge (2IC) or Navigator attend.

10.2 Compulsory Weather Briefing

A weather briefing will be held at the Cruising Yacht Club of Australia at 0830 hours (AEST) on 28 July 2018. At least **one** crew member of a boat intending to compete in the race shall attend the whole of the weather briefing. It is mandatory that one of the skipper or the navigator attend.

If the required attendance at either the Race Briefing or the Weather Briefing is not met, the boat will not be eligible to race.

11 EVENT CLASSIFICATION AND ADVERTISING

11.1 General

Advertising on a boat shall comply with the requirements of World Sailing Regulation 20 (World Advertising Code). The Organising Authority may reject an entry of a boat which, in its opinion, is carrying advertising which conflicts with governmental regulations. In any case of doubt, the Organising Authority should be consulted as soon as practicable.

An entry shall contain brief details of all advertising that a boat intends to carry. The Organising Authority shall be advised of all changes to that advertising.

A boat shall display the sponsor's bow decals and backstay flags (if any) in accordance with this Notice of Race and the Sailing Instructions (World Sailing Regulation 20.4.1). Prior to leaving the dock immediately prior to the start, and after finishing, the boat shall display the event flag (if any). Bow decals and backstay and event flags will be supplied by the Organising Authority.

The advertising rules apply from 0700 hours (AEST) on 28 July 2018 until the completion of the trophy presentation.

11.2 Tracking devices and cameras

A boat may be required to carry a tracking device supplied by the Organising Authority. A boat on which such a unit fails or ceases to operate will be required to provide additional position reports in accordance with the Sailing Instructions.

The Organising Authority also reserves the right to place a camera on board any boat for media purposes. Failure to carry and operate a tracking device or to carry a camera when required will lead to the cancellation of an entry or the disqualification of the boat from the race (refer RRS 76.1).

12 SAIL IDENTIFICATION

A boat shall comply with the Australian Sailing prescriptions to RRS Appendix G, Identification on Sails. An Australian boat chartered or borrowed by an international entrant may carry on the mainsail the national letters of the country represented, but may have local sail numbers on other sails (amends RRS Appendix G).

13 ALTERNATIVE PENALTIES

RRS 44.2 - Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Sydney Harbour.

RRS 44.3 - Scoring Penalty will apply for breaking a rule of RRS, Part 2 outside Sydney Harbour.

RRS 64.1 – Scoring Penalties may apply at the discretion of the National Jury.

The scoring penalties will be applied in accordance with the Sailing Instructions.

14 MEDIA RIGHTS AND RESTRICTIONS

The conditions of entry include:

- a requirement that the owner or charterer of the boat and all crew members:
- acknowledge that the Organising Authority owns all media rights to the Sydney Gold Coast Yacht Race 2018 and may exercise those rights as it sees fit;
- grant the Organising Authority the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images and biographical information relating to the crew and photographs, video footage and audio recordings taken of the boat and its crew prior to, during and after the race;
- a prohibition on the use of any form of positioning system, other than that supplied or authorised by the Organising Authority, for the purpose of posting a boat's position or other information to any internet site.

Crew members of boats may, prior to, during and after the race, speak or provide material to any media representatives accredited by the Organising Authority, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the National Jury, measurers or current or former sponsors of the Organising Authority. This approval may be revoked by the Organising Authority in respect of a boat or media representative at any time.

Entrants must acknowledge and accept the media restrictions referred to in this paragraph 14 on the entry. Crew members must grant the rights referred to in this paragraph 14 by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Authority.

Any breach of these conditions may, at the discretion of the Organising Authority or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a boat (refer RRS 76.1). This does not limit the right of the Organising Authority to take any other action it sees fit to enforce compliance with these conditions.

15 DISCLAIMER

All those taking part in the race do so at their own risk and responsibility. Crew members must acknowledge this, and release the Organising Authority and their respective officers, employees, volunteers and members, from all liability by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Authority.

Specific attention is drawn to RRS Fundamental Rule 4, which states:

“The responsibility for a boat's decision to participate in a race or to continue racing is hers alone”

16 TROPHY PRESENTATION

The trophy presentation for the Sydney Gold Coast Yacht Race 2018 will be held at the Southport Yacht Club. The date and time of the presentation will be advised at the completion of the race.

Appendix A - Stability Requirements

General

The requirements specified in this appendix apply to all boats intending to enter regardless of the handicap category in which they intend to enter.

COMPETITORS FOUND TO BE FALSIFYING DOCUMENTATION, DELIBERATELY INVALIDATING CERTIFICATES OR OTHERWISE MISLEADING THE RACE COMMITTEE WITH REGARD TO STABILITY OF THEIR BOAT ARE SUBJECT TO ACTION UNDER RRS 69.2. IF FOUND GUILTY THE PENALTY COULD INCLUDE DISQUALIFICATION FROM THE SYDNEY GOLD COAST YACHT RACE 2018. THE INCIDENT WOULD ALSO BE REPORTED TO AUSTRALIAN SAILING.

A determination by the Organising Authority or the Race Committee as to the suitability of supplied documentation in demonstrating a boat's compliance with the stability requirements, as to whether there is a satisfactory margin as required by this appendix or as to a boat's compliance with the stability requirements is final and binding.

All boats – resistance to capsize

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- an ORCi Stability Index of 110 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A

Boat holding current, valid ORCi Certificate

A boat with a current, valid ORCi Certificate shall supply that certificate, including the Stability and Hydrostatics Datasheet.

Boats previously holding valid ORCi Certificate

A boat without a current valid ORCi Certificate but with a previously valid (but not current) such certificate shall supply its most recent previously valid (but not current) certificate, including the Stability and Hydrostatic Datasheet, with a stability index with a satisfactory margin to the minimum stability requirement for Race Category 2 events for the configuration in which the boat proposes to race, accompanied by a completed Stability Declaration supplied by the Organising Authority.

Boat achieving ISO 12217-2 Design Category A

A boat with a current, valid certificate demonstrating that it achieves International Standard ISO 12217-2 Design Category A shall supply that certificate.

In the calculation of stability data:

- The hydrostatics and stability demonstrating the yacht's compliance with ISO Category A shall be derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source (ie an inclination test)
- Deck and other enclosed volume above the sheerline may be taken into account, in which case offsetting cockpit volume shall also be taken into account.
- Mass shall be taken as Minimum Operating Mass as defined by ISO 12217-2, paragraph 3.5.3
- A GZ curve shall be submitted as part of the ISO statement

Boats with movable or variable ballast

Boat achieving stability by ISO 12217-2 Design Category A

A boat with movable or variable ballast shall provide evidence that it achieves not less than a Knockdown Recovery Factor of 0.9 under International Standard ISO 12217-2, calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the lesser of FKR_{90} and FKR_{-90} used. Special Regulations Appendix B 7.2.3 shall apply.

Boat achieving stability by ORCi Certificate

A boat with movable or variable ballast shall provide evidence that it achieves not less than a Ballast Leeward Recovery Index of 0.9. Special Regulations Appendix B 7.1.1 shall apply.

Appendix B - Additional Requirements

General

The following requirements add to the requirements of Special Regulations Part 1 for Category 2 Races. International entrants will be provided with a copy of the Australian Sailing prescriptions and regulations on request. These regulations vary in some minor respects from the ORC special regulations.

Radios

Installation

Boats shall be capable of transmitting/receiving, as a minimum, on the following frequencies:-

VHF - International Channels 16, 72, 73, 80 and 81

HF/SSB - 4483kHz and 6516kHz and such other frequencies as the Organising Authority may determine

Emergency antenna are required to have their mounting brackets and cabling permanently installed.

Boats shall provide a Radio Inspection Certificate with the entry when a current certificate is not already held by the Organising Authority. The Radio Inspection Certificate is to be completed by an accredited radio technician to verify the adequacy of the installation and operation of the radios.

Pre-race radio check

Boats shall carry out a radio check with Marine Rescue Lake Macquarie on 6516 kHz and 4483 kHz between 14 July 2018 and 1200 hours on 26 July 2018. Boats that have competed in the Ponant Sydney Noumea Yacht Race with radio communications deemed satisfactory by the Race Committee will be exempt from this.

Marine Rescue Lake Macquarie will monitor these frequencies between 0800 hours and 1800 hours (AEST) during that period. Radio checks will not be approved outside of these hours. It is requested that initial contact should be made with Marine Rescue Lake Macquarie by phone on 02 4971 3498.

Boats not recorded by Marine Rescue Lake Macquarie as having adequate radio signal strength will not be eligible to start.

Operation

Boats shall maintain a 24-hour listening watch for the duration of their race on VHF Channel 16.

For radio communications, a boat's name may be limited to not more than two words. The Race Committee may alter names where appropriate.

Charts

The following charts (in paper form) shall be carried on board:

- AUS 204 - Broken Bay
- AUS 208 - Newcastle Harbour
- AUS 209 - Port Stephens
- AUS 219 - Plans on NSW Coast
- AUS 220 - Plans of the New South Wales Northern Coast
- AUS 221 - Solitary Islands
- AUS 222 - Clarence River & Approaches
- AUS 230 - Gold Coast Seaway
- AUS 809 - Port Jackson to Port Stephens
- AUS 810 - Port Stephens to Crowdy Head
- AUS 811 - Crowdy Head to Smoky Cape
- AUS 812 - Smoky Cape to Clarence River
- AUS 813 - Clarence River to Danger Point
- AUS 814 - Point Danger to Cape Moreton
- AUS 235 - Approaches to Moreton Bay