

# ROLEX SYDNEY HOBART YACHT RACE 2015



## Notice of Race

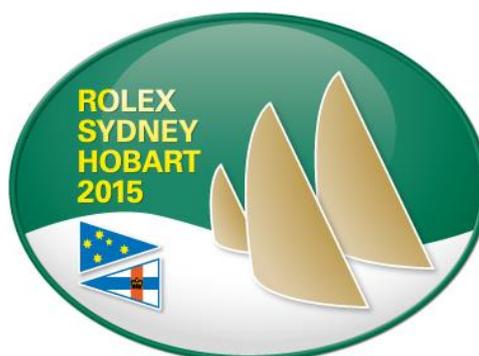
Sydney, Australia

26 December 2015



CRUISING YACHT CLUB OF AUSTRALIA

*Home of the Rolex Sydney Hobart Yacht Race*



## **Rolex Sydney Hobart Yacht Race 2015**

### **Notice of Race**

Dear Fellow Sailor,

On behalf of the Cruising Yacht Club of Australia, it is my pleasure to invite owners and charterers of eligible boats to participate in the 71st edition of the Rolex Sydney Hobart Yacht Race. The Rolex Sydney Hobart is renowned as one of the most significant and toughest ocean races in the world. It is an icon in the Australian sporting calendar. Each year the race throws out new challenges to participants. Two things are constant - the excitement and adrenalin rush on the start line on Boxing Day on Sydney Harbour (an experience not to be missed), and the warmth of the welcome at the finish in Hobart.

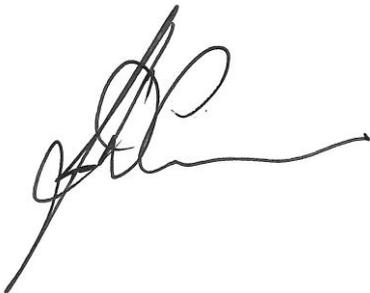
The Rolex Sydney Hobart will be preceded by the CYCA Trophy to be conducted on the waters off Sydney Heads. The racing for the Passage Series (IRC and ORCi), will be held on 12 and 13 December 2015. The Notice of Race for the CYCA Trophy will be published on the official event website later in the year.

On Tuesday, 15 December, the Cruising Yacht Club of Australia's SOLAS Trusts Big Boat Challenge will be held on the waters of Sydney Harbour. This very popular invitation-only event is a showcase of the larger boats in the fleet.

The Rolex Sydney Hobart Yacht Race website (<http://rolexsydneyhobart.com>) contains links to the online race entry, berthing, accommodation, travel information and links to websites that may be able to assist with accommodation, and travel arrangements for visiting crews and their families.

We look forward to welcoming you to Sydney and to the Cruising Yacht Club of Australia in December this year.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'John Cameron', with a long horizontal flourish extending to the right.

**John Cameron**  
Commodore  
Cruising Yacht Club of Australia

# Rolex Sydney Hobart Yacht Race 2015

## Notice of Race

The Rolex Sydney Hobart Yacht Race 2015, incorporating a rally for cruising boats, will be conducted on the waters of Sydney Harbour, the Tasman Sea, Storm Bay and the Derwent River.

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

The race is organised and conducted by the Cruising Yacht Club of Australia ("the Organising Authority") with the co-operation of the Royal Yacht Club of Tasmania (RYCT).

The naming rights sponsor is Rolex SA of Geneva.

## 1 RACE

The warning signal for the race will be signalled at 1250 hours (Australian Eastern Daylight Saving Time) on 26 December 2015.

The start of the race will be in Sydney Harbour, New South Wales, and the finish will be in the Derwent River, Hobart, Tasmania.

The race is a 628 nautical mile passage race.

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

## 2 RULES

### 2.1 General

The race will be governed by the current versions of:

- the *rules*, as defined in the Racing Rules of Sailing 2013-2016 ("**RRS**") of the International Sailing Federation;
- the IRC 2015 Rules Parts 1, 2 and 3;
- the International Measurement System ("**IMS**") Rules and Regulations 2015;
- the ORC Rating System Rules 2015;
- the rules and regulations of each One Design Class for which there is an eligible boat entered in the race;
- the prescriptions and special regulations of Yachting Australia ("**Special Regulations**"); and
- 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 ([www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)).

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 downstairs hallway of the clubhouse of the Cruising Yacht Club of Australia in Sydney.

Copies of notices may also be placed on the Official Notice Board located on the ground floor of the Royal Yacht Club of Tasmania. Additional copies of notices may be placed on a notice board at the RYCT Liaison Centre at Constitution Dock.

### 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 International Jury

The Organising Authority will appoint an International Jury in accordance with RRS Appendix N.

# Rolex Sydney Hobart Yacht Race 2015

## Notice of 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 Special Regulations Part 1 for Race Category 1; and
- have a crew that satisfies the requirements of NoR 3.2.

##### 3.1.2 Insurance

The owner or charterer of a boat 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 Rolex Sydney Hobart Yacht Race or that it is covered for yacht races of a length greater than 630 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 2015 IRC Certificate, being an Endorsed Certificate issued by RORC or UNCL;
- has been weighed on scales by an 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 the 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 Corinthian Boats

A boat may only be entered in the Corinthian Division if:

- all crew shall meet the requirements of the ISAF Sailor Classification for Group 1 (see ISAF Regulation 22)

##### 3.1.7 Equipment Audits

A boat is required to have a Yachting Australia ("YA") Special Regulations Equipment Audit Form for Category 1 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.

# Rolex Sydney Hobart Yacht Race 2015

## Notice of Race

### 3.1.8 Qualifying Race or Ocean Passage

A boat shall substantially complete a qualifying race of not less than 150 nautical miles not more than six months before the start of the race.

The qualifying races are:

- Land Rover Sydney Gold Coast Yacht Race, New South Wales
- Cabbage Tree Island Race, New South Wales
- Newcastle Bass Island Yacht Race, New South Wales
- Maria Island Race, Tasmania
- Melbourne - Stanley Race, Victoria
- Haystack Race, South Australia
- Wolf Rock Race, Queensland
- Brisbane to Keppel Yacht Race, Queensland
- Hong Kong Vietnam Yacht Race, Hong Kong
- Other races approved by the Organising Authority

Approval of an alternate qualifying race may be sought from the Organising Authority in writing.

A boat may, with the prior approval of the Organising Authority (to be sought in writing), obtain dispensation from the requirement to substantially complete a qualifying race by completing a non-stop ocean passage of not less than 24 hours not more than six months before the start of the race. A boat which is granted dispensation shall submit a detailed log of the passage on a form that can be obtained from the Organising Authority with the Pre-start Documentation under paragraph 4.2.

### 3.1.9 Re-Measurement

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

### 3.2 Eligibility of Crew

All crew shall meet the requirements of ISAF Regulation 19 (ISAF 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 all other boats is 6.

The minimum age of all crew on a boat is 18.

At least **50%** of the crew on a boat shall have completed a Category 1 race or an equivalent passage. Particulars shall be supplied in the Crew Experience section of the online entry (refer paragraph NOR 4.1).

At least **50%** of the crew on a boat shall have completed a Yachting Australia Safety and Sea Survival Course or an approved equivalent. Copies of the crew members' current Certificates of Competence, or equivalent, 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' Certificate or other qualification shall be provided under paragraph 4.2 (refer Special Regulations Part 1, Section 4.07.6).

At least **two** crew members on a boat shall hold a Marine Radio Operators Certificate of Proficiency (MROCP) issued by a relevant authority, or higher qualification. Copies of the crew members' Certificate or other qualification shall be provided under paragraph 4.2 (refer Special Regulations Part 1, Section 3.25.9(a)).

It is recommended that the skipper or sailing master have a recognised Yachting Australia 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 a spot inspection to audit safety regulation

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## Notice of Race

compliance. Spot checks will be carried out at the Cruising Yacht Club of Australia prior to the warning signal and may be carried out after a boat finishes.

### 4 ENTRY

#### 4.1 Documentation to be lodged with entry

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

Entry shall be made through the online entry system

(<http://rolexsydneyhobart.com/competitors/notice-of-race-entry>) with the following items submitted where current versions are not already held by the Organising Authority:

- Verification of stability (Refer to Appendix A and Special Regulations Part 1 Appendix B)
- Verification of hull construction standards (NoR 3.1.1). Documentation as required under Yachting Australia Special Regulations Part 1 Section 3.03.
- Verification of downflooding analysis for boats with an Age or Series date of 7/2010 (Special Regulation 3.07.2(c) refers)
- Declaration of Crew Experience (through the online entry) (NoR 3.2)
- Colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be a digital photo with a resolution not less than 1200 x 800 pixels.

***A completed entry, plus the additional items specified above, shall be received by the Organising Authority by 1700 hours on or before 30 October 2015. No entry will be accepted after that date.***

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.

#### 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:

- Entry fee(s) (NoR 6)
- Audited Special Regulations Equipment Audit Form for Category 1 (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)
- Class, Measurement and Rating Certificates, as required (NoR 3.1)
- Certificate of Currency of Insurance, in English, with details of the cover and the insurer (NoR 3.1.2)
- Verification of qualifying race or ocean passage (NoR 3.1.8)
- Yachting Australia Safety and Sea Survival Course Certificates or acceptable equivalent (NoR 3.2)
- Provide First Aid Certificates or acceptable equivalent (NoR 3.2)
- Marine Radio Operators Certificate of Proficiency (MROCP) 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 through the online entry
- For a boat entered in the Corinthian Division a Crew Declaration Form
- Disclaimer and acknowledgment of rights form, as supplied by the Organising Authority, signed by each crew member (NoR 15 and 16)

***The additional items specified above, shall be received by the Organising Authority by 1700 hours on or before 11 December 2015.***

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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.

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.

***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.***

## 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 11 December 2015.

A boat's rating certificate shall not be changed after 1900 hours on 18 December 2015 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 pre-start documentation or late documentation, as appropriate. They are not refundable or rebatable. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

Entry fee	A\$650
PLUS the following fee per crew member	A\$60
Additional handicap category/division entry fee (for each additional category/division)	A\$115
Additional Late Documentation Fee	A\$650

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

Please note a 2% surcharge will be applied when using any credit card for an amount in excess of \$500.

## 7 HANDICAP CATEGORIES

### 7.1 Handicap Categories

The Rolex Sydney Hobart Yacht Race will be conducted with the following handicap categories:

- IRC
- ORCi
- PHS
- Corinthian
- Cruising
- 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

The Race Committee in its discretion may allocate boats to divisions within a handicap category. Within any such handicap category, all boats will be scored in the overall result.

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.

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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.

### 7.2 Overall Winner

The overall handicap winner of the Rolex Sydney Hobart Yacht Race will be the boat that wins the overall IRC Handicap Category.

### 7.3 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 an IRC or ORCi handicap category; or
- a boat is eligible to enter the Corinthian Division regardless of what other division they are entered into if they meet the conditions of NOR 3.1.6; or
- the Cruising Division.

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

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.

## 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 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.

### 8.3 PHS

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.

### 8.4 One Design Class

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

### 8.5 Corinthian Division

Results will be calculated by the application of PHS 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.

### 8.6 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)).

### 8.7 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.

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### 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 Yachting Australia, a boat in the IRC Handicap Category may carry one more spinnaker than shown on the boat's 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 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.

#### 9.3 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 meteorological or hydrographical information, 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 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

RRS 51: A boat with movable 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 to the adjustment of movable appendages on any boat; or
- any boat in the Cruising Division.

RRS 55: RRS 55 is changed by adding the following sentence to the rule: 'However, discarding elastic or wool bands when setting a sail is permitted'.

RRS 61.3: There is no time limit on protests by the Race Committee or the International Jury. No other protests may be filed after 1700 hours on 1 January 2016 (if a boat is still racing at that time they shall notify Hobart Race Control of their intent to protest) except when seeking redress. In that event, the time limit will be three hours after the protesting boat finishes. The International Jury may not extend the time for delivery of a protest.

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

#### 9.4 Changes to Special Regulations

Special Regulation 5.01.6: Each inflatable PFD type 1 shall be checked and serviced at the intervals as prescribed by the manufacturer by a servicing agent and documented evidence be submitted as part of the entry documentation.

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.

### 10 BRIEFINGS

#### 10.1 Compulsory Race Briefing

A race briefing or race briefings will be held in Sydney during the morning of 24 December 2015. Additional race briefings may be held at Australian interstate venues. The venue and time for the briefing(s) will be advised at a later date.

**Two** crew members of a boat intending to compete in the race shall attend the whole of the race briefing, or its interstate equivalent. It is mandatory that two of either: Owner, Skipper, Second in Command (2IC), Navigator attend.

Other crew members can view the Briefing on a link to be provided after the Race Briefing.

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### 10.2 Compulsory Weather Briefing

A weather briefing will be held at the Cruising Yacht Club of Australia at 0830 hours on 26 December 2015.

**Two** crew members 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 ISAF Regulation 20 (ISAF Advertising Code). The Organising Authority may decline to accept 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 in accordance with this Notice of Race and the Sailing Instructions (ISAF Regulation 20.4.1)). Prior to leaving the dock immediately prior to starting, and after finishing, the boat shall display the event flag. Bow decals and backstay and event flags will be supplied by the Organising Authority.

The advertising rules apply from 0700 hours on 26 December 2015 until 1100 hours on 1 January 2016.

### 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 by radio 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 rejection of an entry, the cancellation of an entry

or the disqualification of the boat from the race (refer RRS 76.1).

### 11.3 Trademark Restriction

#### Sydney Hobart Yacht Race®

Sydney Hobart Yacht Race is a registered trademark owned by the Cruising Yacht Club of Australia and the use of the trademark is absolutely restricted and limited to use by or with the consent of the Organising Authority.

## 12 SAIL IDENTIFICATION

A boat shall comply with YA 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 HULL IDENTIFICATION

The Organising Authority will supply hull identification stickers that shall be attached to each boat as directed by the Organising Authority (refer Special Regulations Part 1, Section 3.28.2).

## 14 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 International Jury.

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

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### 15 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 Rolex Sydney Hobart Yacht Race and may exercise those rights as it sees fit;
- grant the Organising Authority and Rolex SA 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 International 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 15 on the entry. Crew members must grant the rights referred to in this paragraph 15 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.

### 16 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, Rolex SA 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”***

### 17 TROPHY PRESENTATIONS

The line honours trophy will be presented to the line honours boat on arrival at Constitution Dock in Hobart.

The overall winner and divisional winners will be announced and presented with battle flags at a dockside presentation after boats arrive. Details will be provided at a later date.

The formal trophy presentation will be held at 11am on 1 January 2016 at Hotel Grand Chancellor Hobart.

### 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.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)  
Email: [sailingoffice@cyca.com.au](mailto:sailingoffice@cyca.com.au)

## **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 69.1. IF FOUND GUILTY THE PENALTY COULD INCLUDE DISQUALIFICATION FROM THE ROLEX SYDNEY HOBART YACHT RACE. THE INCIDENT WOULD ALSO BE REPORTED TO YACHTING AUSTRALIA.***

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 capsizing**

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

- an ORCi Stability Index of 115 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A except that the STIX Number shall be increased to a minimum of 35

### **Boat holding current, valid ORCi Certificate**

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

### **Boat 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 Index for Race Category 1 events for the configuration in which the boat proposes to race, accompanied by a completed Stability Declaration supplied by the Organising Authority. Special Regulations Appendix B 3.3 shall apply.

### **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 with a STIX value increased to a minimum of 35 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

In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with paragraphs 6.2.3, 6.3.1 and 6.4. Calculations shall be for the ballast condition that results in the most adverse result when considering each individual stability requirement. ISO 12217-2 Annex C, paragraph C.3.3, first sentence, the word 'may' is replaced with 'shall'. ISO 12217-2 Annex C, paragraph C.3.4 shall not be used in the calculation of righting lever.

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### **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.

### **All boats**

Other than in the case of a boat that submits a current, valid ORCi Certificate, the Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.

## **Appendix B - Additional Requirements**

### **General**

The following requirements add to the requirements of Special Regulations Part 1 for Category 1 Races.

Where Australian standards for safety equipment are specified in the Special Regulations, equipment branded with a recognised equivalent international standard marking may be accepted.

### **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 aerials are required to have their mounting brackets and cabling permanently installed.

Boats shall provide a CYCA Radio Inspection Certificate with the pre-start documentation where a current certificate is not already held by the Organising Authority. The CYCA 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 on 4483 and 6516kHz between 5 December 2015 and 22 December 2015 with an organisation to be advised to entrants at a later date.

The organisation conducting the radio checks will monitor these frequencies between 0800 hours and 1800 hours during that period. Radio checks will not be approved outside of these hours.

Boats not recorded 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.

The Sailing Instructions will require that boats report by radio when they are in the vicinity of Green Cape and make a declaration confirming their time of passing as well as the following:

- The HF radio is fully operational
- Liferaft(s) are on board
- Engine and batteries are operational
- Boat and crew are in a satisfactory condition to continue
- The skipper has comprehensively considered the most current weather forecast and the boat and crew are fully prepared for the conditions forecast.

Boats which are not recorded as having met the reporting requirements above shall be disqualified without a hearing (amends RRS 63.1).

Boats that make a false report will be subject to action by the Race Committee in accordance with RRS 60.2(c).

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### Other Equipment

#### Charts

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

- Aus 197 Sydney
- Aus 808 To Jervis Bay
- Aus 807 To Montague Island
- Aus 806 To Gabo Island
- Aus 800 Furneaux Group
- Aus 805 Point Hicks to Cape Howe
- Aus 487 Bass Strait
- Aus 4643 Australia East Coast – Cape Howe to Cape Moreton
- Aus 4644 Southern Ocean – Cape Otway to Cape Howe including Tasmania
- Aus 766 Mistaken Cape to Wardlaws Point
- Aus 767 Wardlaws Point to Eddystone Point
- Aus 797 Tasman Island to Mistaken Cape
- Aus 796 Tasman Head to Cape Frederick Hendrick
- Aus 171 Iron Pot up Derwent River to Finish & Dunalley Canal
- Aus 172 Port of Hobart

Details of ports and islands en route:

- Aus 200 Port Jackson
- Aus 195 Port Kembla and Wollongong with Approaches
- Aus 193 Jervis Bay
- Aus 191 Plans in News South Wales
- Aus 192 Twofold Bay
- Aus 194 Port Kembla & Wollongong
- Aus 179 Plans in Banks Strait
- Aus 169 East Coast Tasmania - Plans
- Aus 170 Cape Sonnerat to Maria Island, Spring Bay
- Aus 174 Port Arthur & others

NOTE: - INT 601 (Aus 4601) is the best chart to plot an uninterrupted course from Sydney to Hobart.

#### Books

The following book shall be carried on board: "Cruising Tasmania" by J Brettingham-Moore