

Pittwater to Coffs Harbour Yacht Race

Friday 3rd April 2020

Notice of Race



Event Website

<http://www.rpayc.com.au/>

Organising Authority

The Royal Prince Alfred Yacht Club

16 Mitala Street, Newport Beach NSW 2106

Tel: (02) 9998 3700 Fax: (02) 9997 8620

Email: sailing@rpayc.com.au Web: www.rpayc.com.au

1 ORGANISING AUTHORITY

1.2 The Organising Authority (OA) is The Royal Prince Alfred Yacht Club (RPAYC).

2 RULES AND REGULATIONS

The races will be governed by:

2.2 the *rules* as defined in the Racing Rules of Sailing (RRS);

2.3 the Prescriptions and Special Regulations of Australian Sailing (AS SR);

2.4 the IRC 2019 Rules Parts A, B and C;

2.5 the ORC Rating System Rules 2019;

2.6 the OMR System Rules;

2.7 Changes to the RRS:

2.7.1 RRS 41(c): Help in the form of information which is available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription. It shall not include any information gathered by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.

By way of an example and interpretation: downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted **but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.**

2.7.2 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.

2.7.3 RRS 52: Does not apply to the adjustment and operation of sails or the adjustment of movable appendages on any boat.

2.7.4 RRS 52: Boats racing in the Two-handed Division may use auto-piloting systems.

2.7.5 RRS 61.3: There is no time limit on protests by the either Race Committee or the Protest Committee. No protests may be submitted after 1800 hours (AEST) on 7th April 2020, except when seeking redress.

2.7.6 RRS 78.2: A valid rating certificate shall be produced by the close of entries specified in NoR 10.

2.8 Changes to the IRC Rules

2.8.1 IRC Rule 11.2 and 21.6.1: In accordance with a Prescription by Australian Sailing (AS), a boat in the IRC Handicap Category may carry one more spinnaker than shown on her current valid IRC certificate without an increase in rating (Category 2 and 3 races).

3 SPECIAL REGULATIONS

- 3.1 Each boat shall comply with and carry on board the specific equipment applicable under the Australian Sailing Special Regulations Part 1 Category 3 plus the following additional Category 2 requirements as listed in NoR 3.3
- 3.2 All boats are required to have an Australian Sailing (AS) Special Regulations Equipment Compliance Form applicable for the category of race participating in, audited by an approved AS Club Equipment Auditor (CEA) for Category 3, plus additional Category 2 requirements listed below, and a current RPAYC Radio Inspection Certificate.
- 3.3 Changes and extra requirements to Australian Special Regulations Category 3:**
- 3.3.1 SR 3.03 – Hull Construction ISO 12215 Category A (Ocean).
- 3.3.2 SR 3.25.1 (c) A Satellite Phone is **required** (changes SR 3.25.1) The satellite phone shall have coverage of the race area and be connected to the main power or have a spare battery.
- 3.3.3 SR 3.27 All boats shall have a fitted Barometer.
- 3.3.4 SR 4.09 (c) An AIS Transponder is *recommended*. The Transponder should be operational (transmitting and receiving), at regular intervals (no less than every 5 minutes) for the duration of the race. Not protestable by a boat, changes RRS60.1.
- 3.3.5 SR 4.11 A second GPS which is handheld and water resistant with spare battery(s) shall be provided.
- 3.3.6 SR 4.18.2 The number of EPIRBs carried on board shall be not less than the number of liferafts carried on the boat.
- 3.3.7 SR 4.18.4 Additional EPIRBs required under SR4.18.2 may be packed in each liferaft or stored in a dry, well-marked location near the companionway.
- 3.3.8 SR 4.19 Liferaft(s); with a capacity to accommodate at least the total number of people aboard and complies with; SR4.19.1 Liferaft Construction, SR4.19.2 Minimum Liferaft Equipment, SR4.19.3 Liferaft Packing and Stowage, SR4.19.4 Liferaft Service and Inspection.
- 3.3.9 SR4.21b Lifebuoys: an additional lifebuoy with attached drogue, self-igniting light, pole and flag is required
- 3.3.10 SR 5.01 Lifejackets: A boat shall carry at least one spare lifejacket as required in SR5.01.1.
- 3.3.11 SR 5.02 Safety Harnesses and Safety Lines (Tethers): 5.02.2 In addition to the requirement of 5.02.1(a), at least 30% of the crew shall each be provided with either: (i) A safety line not more than 1 m long or (ii) A mid-point manufacturer fitted snap hook attachment on a 2 m safety line or (ii) Twin lines, one not more than 1 m long and the other not more than 2 m long.
- 3.3.12 SR 5.05 Personal Locator Beacon: SR5.05.1 A GPS capable 406MHz Personal Locator Beacon (PLB) registered with a national registration authority shall be carried by or attached to each member of the crew when on deck.

4 NOTICES AND AMENDMENTS

- 4.1 Notices and amendments to competitors will be posted on the Official Notice Board located in the hallway adjacent the Sailing Office and on the event websites.

5 ADVERTISING

- 5.1 All boats may be required to display the Event Sponsor's name or logo in accordance with World Sailing Regulation 20 as notified in the SIs.
- 5.2 All boats may be required to display bow, boom decals and or Backstay flags as notified in the SIs.
- 5.3 Backstay flags (if any) shall be displayed prior to leaving the dock, immediately prior to the start, and after finishing. (Backstay flags can be brought down during the race).

6 BOAT ELIGIBILITY

6.1 For Category 3 races:

- 6.1.1 Satisfy the stability criteria of the AS SR Part 1, Section 3.04 and Appendix B and this NoR Appendix A);
- 6.1.2 Comply with the AS SR Part 1 for **Category 3** races plus **Category 2** additions.
- 6.1.3 Have a waterline length (LWL) not less than 7.30 metres;
- 6.2 Be registered with a Yacht Club affiliated with its National Authority.
- 6.3 **The OA require proof of a boat's eligibility.** This shall be provided no later than the close of entries as listed in NoR 10.

7 CREW ELIGIBILITY AND QUALIFICATIONS

- 7.1 Crew eligibility shall be as per the AS SR for Category 3 events.
- 7.2 The following additional requirements shall apply:
- 7.2.1 The minimum number of crew (including the Person-in-Charge), on any boat is two (2).
- 7.2.2 The minimum age of any crew is 16 years as at 1 April 2020 with the majority of the crew being of a minimum age of 18 years.
- 7.2.3 All crew members must be a member of a Club affiliated with Australian Sailing or other National Authority.
- 7.2.4 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 continue to satisfy the requirements of NoR 7. Changes to the crew or details of any crew member shall be updated in a boat's entry via the TopYacht online entry system and the OA notified of the change.
- 7.3 **Determination of Eligibility**
- 7.3.1 A decision of the OA or the RC as to any matter under NoR 6 and 0, including as to whether a boat and her crew meet the eligibility criteria for entry in a race, is final and shall not be grounds for a request for redress.
- 7.4 **The OA requires proof of the crew's qualifications. This shall be provided no later than the close of entries as listed in NoR 10.**

8 SUBMISSION OF ENTRY AND DOCUMENTATION DETAILS

- 8.1 Race entry, boat details, eligibility requirements, crew details and supporting documentation shall be submitted online via the TopYacht online entry system (TES) at <http://rpayc.com.au/>
- 8.2 The OA is not responsible for any failure, or errors, in the information provided via the TopYacht Entry System.
- 8.3 An entry is invalid (refer to RRS 76.1) until the appropriate completed documentation has been submitted, reviewed and approved by the Sailing Office.
- 8.4 All documentation must be submitted by the close of entry. Amendments to documentation may be permitted after the close of entry at the discretion of the Race Committee.

9 FEES

9.1 Fee table

Entry Fees	Fee inc GST
RPAYC Member	\$ 200.00
Non-member	\$ 250.00

10 SCHEDULE OF RACES

10.1

Event	Date	Close of entry	Start
Pittwater to Coffs Harbour Yacht Race	Friday 3 rd April 2020	20 th Mar 2020	1300

11 RATING & HANDICAP CATEGORIES

- 11.1 There will be three (3) handicap categories for monohulls, a two-handed division within these and a handicap category for multihulls available for the race;
- IRC
 - ORCi
 - PHS
 - Two-handed
 - OMR (multihulls)
- 11.2 The Race Committee, at its discretion, may allocate boats to divisions within a handicap category.
- 11.3 Where less than five (5) entries are received for a handicap category, the Race Committee reserves the right to reallocate those boats to another applicable eligible handicap category.
- 11.4 **IRC Boats**
- 11.4.1 A boat may be entered in the IRC Rating Category if by the closing date of the race, the boat has a valid Endorsed 2019 IRC Certificate issued by RORC or UNCL.
- 11.4.2 The boat complies with 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).

11.5 **ORCi Boats**

11.5.1 A boat may be entered in the ORCi Rating Category if by the closing date of the race, the boat has a valid 2019 ORCi Certificate and complies with the ORC Rating System Rules, except to the extent they are specifically amended or excluded in this Notice of Race or Sailing Instructions (refer RRS 78.1).

11.6 **Ocean Multihull Rating (OMR)**

11.6.1 A boat may be entered into the OMR Rating Category if by the closing date of the race, the boat has a valid OMR Certificate.

11.7 **Performance Handicap System (PHS)**

11.7.1 All boats will be entered into a PHS Category.

11.8 **Re-Measurement**

11.8.1 The OA may require re-measurement of any boat prior to racing.

12 **SCORING**

12.1 **IRC Category**

12.1.1 As per IRC rules.

12.2 **ORCi Category**

12.2.1 As per ORCi rules based on the Time-on-Time Simplified Scoring Option, using the ToT Offshore number.

12.3 **PHS Category**

12.3.1 Results will be decided by the application of Time Correction Factors (TCFs) as a multiplier of elapsed times. The TCF will be determined by the RC and shall not be subject to protest or request for redress (amends RRS 60.1 and 62.1(a)).

12.4 **OMR Category**

12.4.1 Results will be decided by application of the Time Correction Factor.

12.5 The boats will be ranked by corrected time (after application of scoring penalties, if any), the boat with lowest corrected time being will be scored first and all other boats scored accordingly.

13 **ARBITRATION**

13.1 Should all parties agree, an arbitration hearing may be conducted, for all protests lodged in accordance with RRS 61 that allege an infringement of RRS Part 2 or Part 4. Such hearings shall be held as soon as possible and subsequent to a protest being lodged and prior to the protest hearing.

13.2 The arbitrator shall decide the time and place of arbitration and such advice may be given verbally. One (1) representative of each boat shall attend the hearing and no witnesses shall attend. The arbitrator shall decide the manner in which testimony is given.

13.3 The arbitrator shall be appointed by the committee.

13.4 After taking testimony at an arbitration hearing, the arbitrator shall make one of the following conclusions:

13.4.1 The protest does not comply with RRS 61 and the protestor may withdraw the protest.

13.4.2 The protest shall proceed to a hearing. (This may be because RRS other than Part 2 or Part 4 are or may be involved, or because evidence is too complex or divergent to reach a reasonable conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the arbitrator).

13.4.3 There was no infringement and the protestor may withdraw the protest.

13.4.4 There has been an infringement by one or more boats involved and, if all parties to the protest agree, the infringing boat(s) may accept scoring points equal to the finishing place midway between the boat's actual finishing place and a disqualification, and if so accepted, the protestor must withdraw the protest. (Half points will be disregarded and the points of other boats will not be adjusted).

13.5 An arbitration hearing shall not be re-opened. No conclusions of an arbitrator will be subject to appeal or be grounds for requests for redress.

14 **PROTESTS**

14.1 The Protest Limit Times shall be 1800hrs on the Monday immediately after the scheduled race. Protest Forms shall be submitted to the RPAYC Sailing Office as per RRS 61.2.

14.2 Initially, protests may be heard by "Arbitration" as described in NoR 13.

14.3 A notice will be posted on the Official Notice Board after the finish of protest time in accordance with RRS 63.2. Any protest received shall be advised and schedule of hearing and time noted for parties to the hearing. Display of the protest is the official notification to the parties that a protest hearing is to be held

and unless otherwise stated in the sailing instructions or notice of race. The RPAYC will, in addition, make reasonable attempts by telephone or email, to advise parties to the protest of the time, date and place of the hearing.

- 14.4 The outcome of a protest hearing will be displayed on the Official Notice Board and made available on the club's website.
- 14.5 The penalty, if any, for any infringement of the rules other than RRS Part 2 is at the sole discretion of the protest committee and may be other than disqualification. This changes RRS64.1.

15 SAILING INSTRUCTIONS

- 15.1 Sailing Instructions will be published on the RPAYC Website, <http://www.rpayc.com.au>

16 TRACKING

- 16.1 Tracking units may be supplied by the OA or a mobile tracking application may be required to be used.
- 16.2 Tracking units, if supplied, shall not be tampered with during the race and nothing shall be done to inhibit their ability to send position reports as scheduled.
- 16.3 Tracking units will be the responsibility of the skipper and shall not be removed or turned off unless instructed to do so by the OA or Race Committee.
- 16.4 The OA may require a deposit against the value of the tracker unit.
- 16.5 If a tracking application is used then full instructions and details of the App will be provided in the Sailing Instructions.

17 DISCLAIMER OF LIABILITY

- 17.1 The Organising Authority, the Race Committee, the event sponsors and their respective representatives, officers, members and volunteers accept no liability whatsoever for any loss of life, property, personal injury or damage caused by or arising out of the Pittwater to Coffs Race.
- 17.2 Owner and/or the Person-In-Charge and all crew are aware and acknowledge by entering the race that they compete entirely at their own risk.

Attention is drawn to the World Sailing Fundamental Rule 4 "Decision to Race" which states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

18 CONDITIONS OF ENTRY & RESPONSIBILITIES

- 18.1 By submitting an entry, the Owner and/or Person-in-Charge agrees to be bound by all the Rules and Conditions of the Series and acknowledges and accepts:
 - 18.1.1 That for the Pittwater to Coffs Race the Organising Authority and or Race Committee reserve the right to alter or vary any part of the race, including its course should conditions prevent the safe conduct of a race;
 - 18.1.2 They and the crew are familiar with and understand the current Racing Rules of Sailing (RRS) and the boat complies (where applicable) with all the current Australian Sailing Special Regulations;
 - 18.1.3 **They and the crew are familiar with and understand Rule 4 "Decision to Race," Addendum A (Safety Equipment) and Rule 1.02 "Owners Responsibility" of the Australian Sailing Special Regulations;**
 - 18.1.4 They and the crew are familiar with and understand the Declaration of Compliance and Disclaimer and Acknowledgement of Rights Form in NoR Appendix C;
 - 18.1.5 The Owner and/or Person-in-Charge acknowledge that all their crew are satisfied as to the experience of the skipper and the adequacy of the boat, all safety equipment aboard the boat and insurance arrangements;
 - 18.1.6 The Entry of the boat is acknowledgment that the Owner and/or Person-in-Charge and all crew are individually aware of and conversant with the risks involved in the sport of ocean racing and that the participation in this event is entirely at the risk of the Owner and/or Person-in-Charge and Crew;
 - 18.1.7 **The Owner and/or Person-in-Charge warrant the suitability of the boat for the Race;** The safety of a boat and her entire management including Insurance shall be the sole responsibility of the Owner and/or Person-in-Charge who must ensure that the boat is fully found, thoroughly seaworthy, and managed by a crew of sufficient number and experience who are physically fit for the Race;
 - 18.1.8 The Owner and/or Person-in-Charge must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. They must ensure that all safety equipment is properly maintained, stowed and in date and that the crew know where it is stowed on the boat and how it is to be used;

- 18.1.9 Neither the existence of these conditions, and their use by the race organisers, or the inspection of the boat pursuant to these conditions in any way limits the absolute responsibility of the Owner and/or Person-in-Charge and Crew;
- 18.1.10 Neither the Royal Prince Alfred Yacht Club nor its officers, employees nor agents shall be responsible or liable for any loss, damage, death or personal injury however caused to the Owner/Charterer, his or her skipper or crew or their property as a result of their taking part in the Pittwater to Coffs Race and the related activities, including pre-start and post- finish operations and related shore activities;
- 18.1.11 Neither the Royal Prince Alfred Yacht Club nor its officers, employees or agents will be liable for any costs or expenses that may be incurred as a result of special assistance rendered during the Race it having been arranged for any reason whatsoever.

19 INSURANCE

- 19.1 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 policy must state that the boat is insured for the race (or racing) in which it is participating in and that it is covered for a length greater than the length of the race in which it is participating.

20 CHARTS

- 20.1 The following charts (**in paper form**) shall be carried on board. In accordance to AS SR 4.10.1, these are the minimum required charts to be carried on board for the Race:

Event	Charts
Pittwater to Coffs Race	AUS 204 - Broken Bay AUS 208 - Newcastle Harbour AUS 209 - Port Stephens AUS 221 - Solitary Islands AUS 222 - Clarence River & Approaches 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

- 20.2 It is the responsibility of the Owner and/or the Person-in-Charge to ensure the boat carries suitably **updated** copies of all charts necessary for the safe navigation of the vessel at all times. The charts listed above are the minimum charts required to be carried on board, in at least paper form.
- 20.3 Where electronic charts are being used in addition to paper charts it is the responsibility of the Owner and/or the Person-in-Charge of the vessel to ensure the electronic charts have been suitably updated. Updates to charts can be found at <http://www.hydro.gov.au/>

21 DECLARATION FORMS

- 21.1 All boats shall complete a Race Declaration Form at the completion the Race. The Declaration shall be submitted to the Race Committee or Sailing Office no later than 1800hrs on Tuesday 7th April 2020. Failure to do so shall score the boat as a Did Not Finish (DNF) unless the Race Committee decides otherwise.

22 RESULTS AND PRIZES

- 22.1 Final race results will be published on the Tuesday following the race.
- 22.2 Prizes may be awarded for the winner and place getters in each division.

23 MEDIA RIGHTS AND RESTRICTIONS

- 23.1 The Owner and/or Person-in-Charge of the boat and all Crew members acknowledge that the OA owns all media rights and may exercise those rights.

24 FURTHER INFORMATION

The Royal Prince Alfred Yacht Club

Address: 16 Mitala Street
Town: Newport Beach
Postcode: 2106
State: NSW
Phone: (02) 9998 3700
Fax: (02) 9997 8620
Email: sailing@rpayc.com.au
Website: <http://www.rpayc.com.au>



APPENDIX A – Stability Requirements

Monohull Boats

Boats shall provide documentation to verify stability characteristics not less than that for the relevant Race Category (AS Special Regulations Part 1, Appendix B refers). In some cases, the Race Committee may require additional information in order to accept a Boat's Entry.

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:

A determination by the OA or the RC 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.

1. **All boats – resistance to capsize**

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

- an ORCi **Stability Index minimum of 103** (Category 3 races) for the configuration in which the boat proposes to race or;
- **ISO12217-2:2015** (Small craft -- Stability and buoyancy assessment and categorization -- Part 2: Sailing boats of hull length greater than or equal to 6 m) **Design Category A or B** or;
- IRC minimum **SSS 16** minimum **STIX 23** and **AVS 130 - 0.005*m** (where "m" is the boat's minimum sailing weight) - Cat A or B.

2. **Boat holding current, valid IRC Certificate: SSS, STIX & AVS**

A boat with a current IRC Certificate shall supply that certificate showing STIX & AVS or SSS to Cat A or B.

3. **Boat holding current, valid ORCi Certificate**

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

4. **Boat previously holding a valid ORCi Certificate**

A boat without a current ORCi Certificate but previously held a valid certificate must supply its most recent certificate, including the Stability and Hydrostatic Datasheet, with a stability index with a satisfactory margin to the minimum Stability Index requirement for AS race Category 3 races for the configuration in which the boat proposes to race, **accompanied by a completed Stability Declaration Form** supplied by the Organising Authority.

5. **Boat achieving ISO 12217 Design Category A or B**

A boat with a current certificate demonstrating that it complies with ISO 12217, Design Category A or B shall supply that certificate, **accompanied by a completed Stability Declaration Form** supplied by the Organising Authority.

In the calculation of stability data;

- The hydrostatic and stability demonstrating the boat's compliance with ISO 12217-2 Category A or B shall be derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source (i.e. 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.

6. **Boats with movable or variable ballast**

Boats achieving stability by ISO 12217 Design Category A or B

A boat with movable or variable ballast must provide evidence that it achieves not less than a Knockdown Recovery Factor (FKR) of 0.8 under International Standard ISO 12217-2, calculated in accordance with ISO

12217 paragraph 6.6.4, with the lesser of FKR₉₀ and FKR-₉₀ used. Australian Sailing Special Regulations Appendix B 7.2.3 shall apply. Details shall be **accompanied by a completed Stability Declaration Form** supplied by the Organising Authority.

7. Boats achieving stability by ORCi Certificate

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

8. Boats achieving stability by STIX & AVS

A boat with moveable variable ballast must provide evidence it achieves IRC minimum **STIX 23 and AVS 130 - 0.005*m** (where "m" is the boat's minimum sailing weight) - Cat A or B.

Multihull Boats

Multihulls must comply with the AS SR 2017-2020 for Category 3 events including AS SR 3.05 and in addition a signed declaration must be provided by a qualified Naval Architect, the builder, or other person familiar with the requirements for the design and construction of multihulls. The declaration must:

- a. Identify the Standard(s) or Classification Society Rules to which the hull panels and internal structure of the vessel have been constructed;
- b. Identify the Standard(s) used to assess the global strength of the vessel's structure;
- c. Confirm that the design, build and any subsequent structural modifications are consistent with the requirements of ISO 12215 Category A; and,
- d. Include the qualifications of the person making the declaration, the details of any relevant related corporate entities, and the date on which the declaration is made.

Appendix B – Mobile Phones, Radios & Installation requirements

The following requirements add to the requirements of the Australian Sailing Special Regulations Part 1 for Category 2 and 3 races.

1. All boats shall have installed VHF radios which must be capable of transmitting and receiving on: **VHF – Channels 16, 19, 22, 67 (Weather/Navigation Warnings), 72, 73, 77, 78, 80 and 81.** Emergency aerials (VHF) are required, and shall have their mounting brackets and cabling permanently installed.
Boats shall provide the OA with a valid Radio Inspection Certificate (VHF) certified and tested by a marine electrician or qualified radio technician, to verify the adequacy of the installation and operation of the radio. Boats sailing two handed must carry an extra portable VHF radio receiver / transmitter or an extension speaker near the helming station.
2. **All boats must carry a fully charged mobile phone** (3G or 4G), with the number submitted in the boat's Entry Form with the Organising Authority.
3. **Boats using HF Radios** as a means of emergency communication, in addition to other means of communication and VHF Radio, must be capable of transmitting and receiving on: **HF - Channels 4125khz, 4483khz, 6215khz, 6516khz, 8176khz (Weather/Navigation Warnings), 8291khz or 12290kHz during daylight hours and Distress and calling frequencies.** If HF radios are fitted then emergency aerials (HF) are required, and they must have their mounting brackets and cabling permanently installed.
Boats using HF radio shall provide the OA with a valid Radio Inspection Certificate (HF) certified and tested by a marine electrician or qualified radio technician, to verify the adequacy of the installation and operation of the radio.

During the Race

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

THE ROYAL PRINCE ALFRED YACHT CLUB

STABILITY DECLARATION FORM

Pittwater to Coffs Race

Boat Name:

I hereby certify that since the date of issue of the below information (attached verification documents to this declaration):

- The issue of ORCi Rating Certificate, Certificate Number with an expiry date of,
- The issue of ORCi stability and Hydrostatics datasheet issued on,
- The issue of proof of compliance with ISO 12217-2 for Category A dated,
- The issue of IRC SSS, STIX and AVS, Certificate Number with an expiry date of,

Used to verify the above mentioned boat's stability, for the purpose of the Club Marine Blue Water Pointscore Series that no alterations have been made to:

- keel or rudder, the hull structure, propeller, engine installation, tanks, anchors or batteries;
- a new engine, keel or rudder has not been fitted;
- the ballast has not been moved, removed or its weight or configuration changed in any way;
- gear and equipment has not been added or removed or its location changed;
- the mast, boom and spinnaker pole have not been altered or replaced; and
- no other change has been made which may affect the stability of the boat;

Any changes detailed below:

.....

I confirm that I understand my responsibilities as covered in the Racing Rules of Sailing (RRS) and the rules applicable to the Pittwater to Coffs Race; that the above information is the most recent stability information for the boat and that the above information is true and accurate to the best of my knowledge (having made due enquiry), and I undertake to advise the Race Committee of any changes to the boat made prior to each scheduled race which could change its stability.

Name:..... Signed:

(Owner/Charterer/Person-in-Charge) (Owner/Charterer/Person-in-Charge)

Dated:

RETURN to:
 RPAYC Sailing Office
 16 Mitala Street, Newport, 2106
 E: sailing@rpayc.com.au
 F: 02 9997 8620

**THE ROYAL PRINCE ALFRED YACHT CLUB
Club Marine Blue Water Pointscore Series**

DECLARATION FORM

Pittwater to Coffs Race

To be submitted to: RPAYC fax: 9997 8620 or email: sailing@rpayc.com.au

TO BE SIGNED BY THE OWNER OR OWNER'S REPRESENTATIVE

Boat Name.....Sail No..... I am a member
of.....Yacht Club..... I was on board and in charge
of the above-mentioned Boat, while sailing in theRACE on ___ / ___ / ___.

I declare that during the race no infringements were made to the: (please initial)

- Racing Rules of Sailing (RRS) _____
- International Regulations for Preventing Collisions at Sea _____
- RPAYC Sailing Instructions and Special Regulations _____
- AS Special Regulations Category _____
- And that no alterations made would affect Rating since the boat was last measured. _____

If any of the above items are not initialed it will be taken that an infringement has occurred and the boat may be subject to protest. In this case an explanation should accompany the Declaration.

The Boat crossed the finishing line (Please insert details): -

Date of Finish

Watch Time

Watch Error

Corrected Finishing Time.....

Name and or Sail Number of the boat immediately ahead/

Name and or Sail Number of the boat immediately astern/

Recorded By

(Owner/Representative) Signed

To be submitted to: sailing@rpayc.com.au