

Notice of Race

Coastal Pointscore Series 2022



Organising Authority

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

Event Website

<https://rpayc.com.au/sailing/bluewater-pointscore-series/>

The series consists of the following races:

- Bird Island Yacht Race (R1)
- Pittwater to Newcastle Yacht Race (R2)
- Newcastle to Pittwater Yacht Race (R3)
- Port Hacking Yacht Race (R4)
- Sydney Return Yacht Race (R5)
- Pittwater to Coffs Harbour Yacht Race – see separate NoR (R6)

1. RULES

- 1.1 The series will be governed by the rules as defined in the Racing Rules of Sailing (RRS);
- 1.2 Prescriptions of Australian Sailing;
- 1.3 Australian Sailing Special Regulation Category 3;
- 1.4 ORC Rating Systems Rule 2021;
- 1.5 IRC Rules Parts A, B and C;
- 1.6 OMR System Rules;
- 1.7 Changes to the RRS:
 - 1.7.1 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.**
 - 1.7.2 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.
 - 1.7.3 RRS 52: Does not apply to the adjustment and operation of sails or the adjustment of movable or variable ballast (within the meaning of those terms in Special Regulations) on any boat.
 - 1.7.4 RRS 52: Only Boats racing in the Two-handed Division may use auto-piloting systems.
 - 1.7.5 RRS78.2: A valid rating certificate shall be produced by the Closing date of each race.
- 1.8 **Changes to the IRC and ORC Rules**

- 1.8.1 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).
- 1.8.2 A boat in ORC and IRC Handicap Divisions may carry the maximum number of spinnakers permitted in accordance with NoR 1.8.1.

2. SPECIAL REGULATIONS

- 2.1 Special Regulations Category 3: Each boat shall comply with Australian Sailing Special Part 1; Category 3.
- 2.2 All boats are required to have an Australian Sailing (AS) Special Regulations Equipment Compliance Form, audited by an accredited AS Club Equipment Auditor (CEA) for minimum of Category 3 events and a current RPAYC Radio Inspection Certificate.
- 2.3 **Changes to the AS SR:**
 - 2.3.1 An AIS Transponder (Class B) is *recommended* for Category 3 races as SR 4.09 (c): The Transponder should be operational (transmitting and receiving), at regular intervals (no less than every 5 minutes) for the duration of the race.
 - 2.3.2 Appendix A.2 Race Categories: minimum IRC Stability STIX & AVS – Cat A or B (see NoR Appendix A – Stability Requirements) is added.

3. NOTICES AND AMENDMENTS

- 3.1 Notices and amendments to competitors will be posted on the Official Noticeboard located in the hallway adjacent to reception and on the RPAYC website.

4. ADVERTISING

- 4.1 All boats may be required to display the Event Sponsor's name or logo in accordance with World Sailing Regulation 20.

5. BOAT ELIGIBILITY

5.1 For Category 3 races:

- 5.1.1 Satisfy the stability criteria of the AS SR Part 1, Section 3.04 and Appendix B and this NoR Appendix A);
- 5.1.2 Comply with the AS SR Part 1 for **Category 3** races;
- 5.1.3 Have a waterline length (LWL) not less than 7.3 metres;
- 5.2 Be registered with a Sailing Club affiliated with its National Authority.
- 5.3 **The OA require proof of a boat's eligibility. This shall be provided no later than the close of entries as listed in NoR** Error! Reference source not found..

6. CREW ELIGIBILITY

- 6.1 Crew eligibility shall be as per the AS SR for Category 3 events.
- 6.2 The following additional requirements shall apply:
 - 6.2.1 The minimum number of crew (including the Person-in-Charge), on any boat is two (2).
 - 6.2.2 The minimum age of any crew is 16 years as at 1 January 2022 with the majority of the crew being of a minimum age of 18 years.
- 6.2.3 All crew members must be a member of a Club affiliated with Australian Sailing or other National Authority.

7. DETERMINATION OF ELIGIBILITY

- 7.1.1 A decision of the OA or the RC as to any matter under NoR 5 and 6, 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.

8. SUBMISSION OF ENTRY AND DOCUMENTATION DETAILS

- 8.1 Entries, boat details, crew details and supporting documents shall be submitted online through the online entry system at <https://rpayc.com.au/sailing/bluewater-pointscore-series/> by close of entry for each race and shall include:
 - 8.1.1 A current AS SR Equipment Compliance Form for Category 3 races;
 - 8.1.2 A Stability Declaration Form; if applicable; (refer to Appendix A);
 - 8.1.3 An RPAYC Radio Inspection Certificate or equivalent, including all Race Frequencies (refer NoR Appendix B);

- 8.1.4 One Design Class and/or Rating Certificates, as applicable;
- 8.1.5 A completed Crew List, qualifications, experience, contact details, NoK contact details and PLB details, as applicable;
- 8.1.6 A colour digital photograph of the boat **under sail**, suitable for search and rescue purposes and not less than 400DPI.
- 8.2 **Changes to supplied documentation**
- 8.2.1 Documentation supplied to or held by the OA under this Notice of Race (other than crew lists) shall not be changed (except to correct errors or following a protest) after close of entry for each race.
- 8.2.2 The Rating deadline is the close of entry for each race. No changes or new ratings shall be accepted after the deadline, except as a result of a rating protest or to correct a rating office error.
- 8.2.3 **A boat's crew list may be not be changed later than two hours prior to the starting signal.** Any changes must continue to meet the eligibility requirements and shall be updated in a boats entry and the OA notified.
- 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.

9. FEES

Entry Fees	Fee inc GST
RPAYC Full Member – Series Entry – includes all race entry fees (except Pittwater to Coffs Harbour Yacht Race – see separate NoR)	\$ 150.00
Non-member - Series Entry - includes all race entry fees (except Pittwater to Coffs Harbour Yacht Race – see separate NoR)	\$ 250.00
RPAYC Full Member - Individual Races 1 – 5	\$ 60.00
Non-Member – Individual Races 1 – 5	\$ 75.00

10. SCHEDULE

Event	Race	Date	Cat	Close of race entry
Bird Island Yacht Race	1	Sat 22 Jan 2022	3	Wed 19 Jan 2022
Pittwater to Newcastle Yacht Race	2	Sat 5 Feb 2022	3	Wed 2 Feb 2022
Newcastle to Pittwater Yacht Race	3	Sun 6 Feb 2022	3	Wed 2 Feb 2022
Port Hacking Yacht Race	4	Sat 12 Mar 2022	3	Wed 9 Mar 2022
Sydney Return Yacht Race	5	Sat 26 Mar 2022	3	Wed 23 Mar 2022
Pittwater to Coffs Harbour Yacht Race	6	Friday 8 Apr 2022	3+	See race NoR

10.1 Postponement & Rescheduling of Races

- 10.1.1 The OA may, if required by Federal or State Government “Social Distancing” or “Travel Restrictions”, postpone or re-schedule races. The OA shall endeavour to give as much notice as possible of postponements and any change of dates.
- 10.1.2 In the event that a race cannot be rescheduled it shall be abandoned.

11. HANDICAP CATEGORIES

- 11.1 There will be three (3) handicap categories for monohulls, including a **Two-handed division**, within these categories and a handicap category for multihulls available in the Coastal Point Score Series (CPS);
- IRC
 - ORCi
 - PHS
 - OMR (multihulls)
- 11.2 The Race Committee, at its discretion, may allocate boats to divisions within a handicap category
- 11.3 Where less than three (3) entries are received for a handicap category, the Race Committee reserves the right to reallocate those boats to another applicable handicap category for which a boat is eligible.
- 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 2021 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 ORC Rating Category if by the closing date of the race, the boat has a valid 2021 ORC 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. RACE SCORING

- 12.1 **IRC Category**
- 12.1.1 As per IRC rules.
- 12.2 **ORC Category**
- 12.2.1 As per ORC rules based on the Time-on-Time Simplified Scoring Option, using the ToT General Purpose 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. SERIES SCORING

- 13.1 RRS A5.3 shall apply with the following amendment: a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series as at that race.
- 13.2 Race(s) shall only count in a boat's series score from date of entry into the series. Race(s) that a boat competes in prior to entering the series shall be scored DNC.
- 13.3 Series scoring will be in accordance with Appendix A as amended below.
- 13.4 Boats will be ranked by corrected time (after application of scoring penalties, if any), the boat with the lowest corrected time will be scored first and all other boats scored accordingly.
- 13.5 The CPS shall consist of up to six (6) races of which three (2) races are required to be completed to constitute a series.
- 13.6 When less than five (5) races have been completed, a boat's series score shall be the total of her race scores.
- 13.7 When five (5) or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.

14. ARBITRATION

- 14.1 Should all parties agree, an arbitration hearing as per RRS Appendix T may be conducted for all protests lodged in accordance with RRS 61 that allege an infringement of RRS Part 2 or Part 4.

15. PROTESTS

- 15.1 The Protest Limit Times shall be 1400hrs on the Tuesday immediately after the scheduled race. Protest Forms shall be submitted to the RPAYC Sailing Office as per RRS 61.2.

- 15.2 Protests may be heard at the RPAYC Clubhouse on the following Wednesday evening. Requests to postpone a hearing must be in writing to the Protest Committee Chairman. 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.
- 15.3 The outcome of a protest hearing will be displayed on the Official Notice Board and made available on the club's website.

16. SAILING INSTRUCTIONS

- 16.1 Sailing Instructions will be published on the RPAYC Website <https://rpayc.com.au/sailing/bluewater-pointscore-series/>

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 Coastal Point Score Races.
- 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 RRRS Fundamental Rule 3 "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 that for each Race in this Series:
- 18.1.1 That for the Coastal Point Score 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 3 "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 Coastal Point score and the Events 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
Coastal Point Score Series	AUS 198 – Botany Bay and Port Hacking AUS 204 - Broken Bay AUS 207 – Approaches to Newcastle AUS 209 - Port Stephens AUS 809 - Port Jackson to Port Stephens

- 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. RACE DECLARATION FORMS

- 21.1 A boat shall complete a Race Declaration Form at the completion of the race. The Declaration Form shall contain details of any breach of the rules and regulations of the race. The form does not exonerate a boat; it will assist the OA or Protest Committee to determine whether a breach was intentional, whether an advantage was gained and what further action is required. Declaration Forms are available from the website: <https://rpayc.com.au/sailing/bluewater-pointscore-series/>

22. RESULTS AND PRIZES

- 22.1 Final race results will be published following each scheduled race.
- 22.2 Series Point Score prizes may be awarded at a Presentation.

Trophies/Prizes	Place
<i>IRC Overall</i>	1 st
<i>ORC Overall</i>	1 st
<i>OMR Overall</i>	1 st
<i>PHS Overall</i>	1 st
<i>Two-Handed Overall – ORC</i>	1 st

- 22.3 A minimum of 3 boats is required in a rating/handicap division for Trophies/Prizes.
- 22.4 Additional prizes may be awarded at the discretion of the Race Committee.

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

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

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:

- 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; or
- an ORCi **Stability Index minimum of 103** (category 3 races) for the configuration in which the boat proposes to race;
or complies with
- **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.**

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 FKR₉₀ 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 32 and AVS 130 - 0.002*m** (where "m" is the boat's minimum sailing weight) - Cat A

9. 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 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** (4G or 5G), 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 day light hours and Distress and calling frequencies.
Emergency aerials (HF) are required, and they must have their mounting brackets and cabling permanently installed.
Boats using HF Transmitters 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 radios must also be provided to the Organising Authority.

During the Race

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

ROYAL PRINCE ALFRED YACHT CLUB

STABILITY DECLARATION FORM

Coastal Pointscore Series 2022

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 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 have 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:

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I confirm that I understand my responsibilities as covered in the Racing Rules of Sailing (RRS) and the rules applicable to the Bluewater Pointscore Series; 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