



# Sydney to Auckland Ocean Race 2022

## Notice of Race

Saturday 29<sup>th</sup> January 2022

### 1 ORGANISING AUTHORITY

- 1.1 The Organising Authority (OA) is The Royal Prince Alfred Yacht Club (RPAYC) in association with the Royal New Zealand Yacht Squadron (RNZYS).

### 2 RULES AND REGULATIONS

#### 2.1 General

Races will be governed by the following:

- a. The *Rules* as defined in the Racing Rules of Sailing (RRS);
- b. The Prescriptions and Special Regulations of Australian Sailing (SR) Part 1 – Category 1.
- c. The 2021 IRC Rule Parts A, B and C;
- d. The 2021 ORC Rating System Rules;
- e. The rules and regulations of each One Design Class for which there is an eligible boat entered.
- f. The rules of the Offshore Multihull rating rule (OMR) where applicable;

#### 2.2 Changes to the RRS:

- a. 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, but 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.
- b. 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.
- c. RRS 52: Does not apply to the adjustment and operation of sails or the adjustment of movable appendages on any boat.

#### 2.3 Amendments to the Australian Sailing SR:

- a. SR 3.25.1 (c): 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. All satellite phones must be capable of sending and receiving SMS text messages and telephone calls.
- b. SR 3.25.1 (a) A HF Radio is not required.
- c. New Zealand boats crossing the Tasman Sea to participate may be permitted to submit a valid Yachting New Zealand Safety Regulations, Category 1 Inspection.

- 2.4 **Changes to the IRC Rules and ORC Rating Rules:**
- a. IRC Rule 21.1.5(e) and ORC Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
  - b. 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.
  - c. 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.**
  - d. A boat that is also entered into both IRC and ORCi categories may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under IRC Rule 11.2.

2.5 **Sailing Instructions**

Sailing Instructions will be available on the event website from the 15<sup>th</sup> January 2022.

2.6 **National Jury**

The Organising Authority may appoint a National Jury.

**3 ADVERTISING AND VESSEL IDENTIFICATION**

- 3.1
- a. All boats may be required to display the Event Sponsor's name or logo in accordance with WS Regulation 20.
  - b. All boats may be required to display bow, boom decals and or Backstay flags provided by the OA.
  - c. Backstay flags (if provided) shall be displayed prior to leaving the dock, immediately prior to the start, and after finishing. (Backstay flags can be dropped during the race).

**4 ELIGIBILITY OF BOATS**

4.1 **All boats must**

- a. Comply with the AS or YNZ SR Part 1 for Category 1 Races as amended for the race.
- b. Provide a current AS or YNZ SR Equipment Compliance Form for Category 1 events signed and dated by an Australian Sailing National Equipment Auditor (NEA) or Yachting New Zealand Safety Inspector including a current valid Category 1 VHF Radio Inspection Certificate.

4.2 **Requirements for Monohull Boats**

- a. Be built in accordance with the AS SR Part 1, Section 3.03;
- b. Satisfy the stability criteria of the AS SR Part 1, Section 3.04 Appendix B as modified by this;
- c. Have a waterline length (LWL) not less than 7.50m and hull length (LH) not less than 9.00m. There is no maximum length.

4.3 **Requirements for Multihull Boats**

- a. Be built in accordance with the AS SR Part 1, Section 3.05 Appendix B;
- b. Submit an OMR rating certificate ratified by MYCQ and listed on the MYCQ register at [www.mycq.org.au](http://www.mycq.org.au).
- c. Have a waterline length (LWL) not less than 9.50m. There is no maximum length.

4.4 The OA may request proof of a boat's eligibility.

**5 ELIGIBILITY OF CREW AND QUALIFICATIONS**

5.1 **Eligibility Crew**

- a. The minimum number of crew (including the Owner and/or Person-in-Charge), on any boat is four (4) unless entered into the Shorthanded Division for which the crew shall be two (2).
- b. The minimum age of any crew is 16 years for fully crewed boats and 18 years for boats entered into the Shorthanded Division as at 15<sup>th</sup> January 2022.
- c. All crew must be a member of a Club affiliated to Australian Sailing or for international crew - be a member of a club affiliated to the appropriate MNA.

## 5.2 Crew Experience

As per Special Regulations Part 1 – 2.04 Crew Experience and the OA defined “equivalent passage” below; At least 50% of the crew but not less than two (2) including the Skipper or Person in Charge, shall have completed at least 500nm offshore racing, including at least two (2) nights at sea or an equivalent passage together on the boat entered into the race. Equivalent passages must be approved by the Race Committee (RC). (Amends SR 2.04.1). Upon written request; the OA may accept crew experience by another means.

## 5.3 Crew Training

- a. A minimum of two (2) crew member must have a current Applied First Aid Certificate or an equivalent or higher qualification (amends SR Part 1, Section 4.07.6).
- b. A minimum of two (2) crew members shall hold a Short-Range Marine Operators VHF Certificate of Proficiency (SROCP or the higher LROCP qualification) or an equivalent or higher qualification issued by a relevant authority.
- c. **At least 50% of the crew but not less than two (2) including the Skipper or Person in Charge**, must have a current AS Safety and Sea Survival Certificate (SSSC) or equivalent international World Sailing Approved Offshore Personal Survival Training Course.

## 5.4 Determination of Eligibility

A decision of the OA or the Race Committee (RC) as to any matter under NoR 5, including as to whether a boat and her crew meet the eligibility criteria for entry in the race, is final and shall not be grounds for a request for redress.

## 6 SUBMISSION OF ENTRY, CREW AND DOCUMENTATION DETAILS

- 6.1 Race entry, boat details, eligibility requirements, crew details and supporting documentation shall be submitted online via the Topyacht entry system. For more information and entry:

<https://www.rpayc.com.au/sailing/sydney-to-auckland-yacht-race>

An entry is invalid (refer to RRS 76.1) until the appropriate documentation has been submitted, reviewed and approved by the OA.

- 6.2 The date for close of entries, including the submission of boat and crew eligibility details, is 1 December 2021. Entries after the Closing Date shall be accepted at the sole discretion of the Organising Authority.
- 6.3 The RC will publish a final list of eligible entrants by 15 January, 2022.

## 7 FEES (Australian Dollars)

LOA – ft (m)	Early Bird (*Member) Payments received before – 30 <sup>th</sup> June 2021		Standard (*Member)		Late Fees (*Member) Payments received after – 1 <sup>st</sup> December 2021	
40 (12.19) or less	\$ 1500.00	(\$ 1350.00)	\$ 1750.00	(\$ 1575.00)	\$ 2750.00	(\$ 2475.00)
41 – 50 (12.2 – 15.24)	\$ 1750.00	(\$ 1575.00)	\$ 2000.00	(\$ 1800.00)	\$ 3000.00	(\$ 2700.00)
51 – 60 (15.25 – 18.29)	\$ 2000.00	(\$ 1800.00)	\$ 2250.00	(\$ 2025.00)	\$ 3250.00	(\$ 2925.00)
61 – 70 (18.30 – 21.34)	\$ 2500.00	(\$ 2250.00)	\$ 2750.00	(\$ 2475.00)	\$ 3750.00	(\$ 3375.00)
71 – 80 (21.35 – 24.39)	\$ 3000.00	(\$ 2700.00)	\$ 3250.00	(\$ 2925.00)	\$ 4250.00	(\$ 3825.00)
81 (24.40) and greater	\$ 4000.00	(\$ 3600.00)	\$ 4250.00	(\$ 3825.00)	\$ 5250.00	(\$ 4725.00)
<b>Late Documentation Fee – per document</b> (applicable from 15 January 2022) - \$ 500.00						
*RPAYC & RNZYS Members - shall receive 10% discount on entry fees.						

## 8 SCHEDULE OF EVENTS

Event	Date	Time (AEDT)	Location
Early Bird discount ends	30 <sup>th</sup> June 2021		
Close of Entry	1 <sup>st</sup> December 2021	1800hrs	
Sailing Instructions, Entries, Divisions and Ratings published	15 <sup>th</sup> January 2022	1800hrs	
Skippers Briefing	27 <sup>th</sup> January 2021	1800hrs	TBC
1 <sup>st</sup> Warning Signal	29 <sup>th</sup> January 2021	1250hrs	Sydney Harbour

## 9 HANDICAP CATEGORIES

- 9.1 A boat may enter any handicap category for which it is eligible.
- IRC Category
  - ORCi Category
  - PHS Category – including Cruising and Short-Handed Divisions
  - OMR Category (multihulls)
- 9.2 Divisions may be formed in each category, subject to the number of entries received.
- 9.3 The composition and allocation of boats into divisions in a handicap category will be determined by the RC and shall not be subject to protest or requests for redress (amends RRS 60.1 and 62.1(a)).
- 9.4 Valid 2021 IRC or 2021 ORC Rating Certificate and or Class Certificates shall be submitted by 15 January 2021.
- 9.5 The OA may require re-measurement of any boat prior to the boat racing.

## 10 SCORING

- 10.1 **IRC Category**  
As per IRC rules.
- 10.2 **ORCi Category**  
As per ORCi rules based on the Time-on-Time Simplified Scoring Option, using the ToT Offshore number.
- 10.3 **PHS Category**  
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)).
- 10.4 **Ocean Multihull Rating (OMR)**  
Results will be decided by the application of Time Correction Factors (TCFs) as a multiplier of elapsed times.
- 10.5 The boat with the lowest corrected time in each category (after application of scoring penalties, if any) will be scored first and all other boats scored accordingly.

## 11 TRACKING DEVICES

- 11.1 Boats competing will be required to carry the Tracking Device supplied by the OA.
- 11.2 Persons that interfere with the normal operation of the Tracking Device or fail to comply with an OA request in regard to Tracking Devices will be subject to protest by the RC.
- 11.3 The Owner or Person-in-Charge of a boat will be solely responsible for any Tracking Device supplied by the OA.
- 11.4 The Owner and/or Person-in-Charge of a boat retiring from the race are responsible for the return of their tracking device to the RPAYC Sailing Office. The Owner or Person-in-Charge must contact the RC once safe in port for authorisation to remove and de-activate their tracker. In the event of loss or failure to return the tracker the Owner or Person-in-Charge will be liable for the rental or replacement costs.
- 11.5 A boat on which a Tracking device fails or ceases to operate will be required to provide additional position reports by mobile or satellite telephone to the RC, details of which will be outlined in the SIs

## 12 PRIZES

- 12.1 The following trophies or prizes may be awarded:
- Line Honours for Monohull and Multihull entrants;
  - First, second and third overall in IRC, ORCi, PHS and OMR Categories;
  - The Sydney to Auckland Perpetual Trophy will be awarded to the overall winning boat on IRC;
  - Other prizes may be awarded at the discretion of the OA.

## 13 DISCLAIMER OF LIABILITY

- 13.1 The Organising Authority (RPAYC and RNZYS), 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 Sydney to Auckland Race.
- 13.2 The Owner and/or the Person-in-Charge and all crew are aware and acknowledge by entering the race that they compete entirely and at their own risk.

**Attention is drawn to the ISAF 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”.**

## 14 CONDITIONS OF ENTRY & RESPONSIBILITIES

By submitting an Entry, the Owner and/or Person-in-Charge agrees to be bound by all the Rules and Conditions of the race and acknowledges and accepts:

- That for the race the Organising Authority and/or Race Committee reserves the right to alter or vary any part of the race, including its course should conditions prevent the safe conduct of a race;
- They and their crew are familiar with and understand the Racing Rules of Sailing (RRS) and the boat complies (where applicable) with all the Australia Sailing Special Regulations;
- 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;**
- 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;
- 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;
- 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, and who are physically fit.
- The Owner and/or Person-in-Charge must be satisfied as to the soundness of the hull, spars, rigging, sails, appendages 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;
- Neither the existence of these conditions, and their use by the Organising Authority, 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;
- Neither The Royal Prince Alfred Yacht Club nor the Royal New Zealand Yacht Squadron, nor their officers, employees or 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 race and the event-related activities, including pre-start and post- finish operations and shore activities;
- Neither the Royal Prince Alfred Yacht Club nor the Royal New Zealand Yacht Squadron, 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.

## 15 INSURANCE

- 15.1 All boats shall have a current Marine Legal Public Liability Insurance Policy for the duration of the race, with a sum insured of **not less than AUD\$10 million** (or its equivalent in another currency).
- 15.2 The Policy must state that the boat is insured for yacht racing and that it is covered for racing across the Tasman Sea to Auckland, New Zealand a distance of approximately **1250 nautical miles**.
- 15.3 In addition to the above: All yachts whilst moored in Auckland require at least NZ\$5,000,000 public liability insurance, supported by documentation.

## 17 MANDATORY RACE AND WEATHER BRIEFING

- 17.1 A mandatory Race and Weather Briefing will be held at 1800hrs on Thursday 27<sup>th</sup> January 2022. Location to be advised.
- 17.2 At least Owner/Person in Charge and one (1) other crew member shall attend the briefings.
- 17.3 Failure to attend the briefing may result in a Protest by the Race Committee.

## 18 MEDIA RIGHTS AND RESTRICTIONS

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 to the exclusion of all others.

## 19 FURTHER INFORMATION

### The Royal Prince Alfred Yacht Club

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



### Royal New Zealand Yacht Squadron

Address: 181 Westhaven Drive, Westhaven Marina  
Postcode: 1011  
City: Auckland  
Phone: +66 9360 6800  
Email: [reception@rnzys.org.nz](mailto:reception@rnzys.org.nz)  
Website: [www.rnzys.org.nz](http://www.rnzys.org.nz)



ROYAL NEW ZEALAND YACHT SQUADRON

### BERTHING ARRANGEMENTS

**RPAYC:** Berths for competing boats may be available at RPAYC for a discounted rate in the build up to the race. For more details of berthing at the RPAYC and alternative berthing in Pittwater and Sydney; please contact the RPAYC.

**RNZYS:** Berthing will be provided on arrival in Auckland for 48hrs. The Race Committee will direct boats to their temporary berth. BERTHING SPACE IS LIMITED so boats planning to stay on in Auckland beyond 48hrs should make their own arrangements.

It is a condition of Entry that boats must moor in accordance with the directions of the Marina Manager and the Race Committee.

### IMMIGRATION AND CUSTOMS

Competitors are reminded that it is their sole responsibility to ensure that they clear out through customs in Australia and clear customs into New Zealand on arrival. For more information on the requirements for entering New Zealand by Yacht and for the New Zealand Customs Service Yacht Pack see: <https://www.customs.govt.nz/personal/travel-to-and-from-nz/yachts/>

## APPENDIX B – 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).

#### General

The requirements specified in this appendix apply to all boats intending to enter regardless of the rating/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:

- achieves IRC minimum **STIX 35 and AVS 130 - 0.002\*m** (where "m" is the boat's minimum sailing weight) but always  $\geq 100^{\circ}$  and a Minimum Righting Energy:  $m*AGZ17200$  meeting Category A;  
or
- ORCI **Stability Index of 115** for the configuration in which the boat proposes to race;  
or
- **ISO 12217-2 Design Category A.**

#### 2. **Boat holding current, valid IRC Certificate including STIX & AVS**

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

#### 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 1 event for the configuration in which the boat proposes to race, accompanied by a completed **Stability Declaration Form** supplied by the Organising Authority. Refer to AS SR Appendix B3.3.

#### 5. **Boat achieving ISO 12217 Design Category A**

A boat with a current Certificate demonstrating that it complies with ISO 12217, Design Category A shall supply that certificate.

In the calculation of stability data;

- The hydrostatic and stability parameters demonstrating the boats compliance with ISO 12217 Category A 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, 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**

A boat with movable or variable ballast must provide evidence that it achieves not less than a Knockdown Recovery Factor (FKR) of 0.9 under International Standard ISO 12217, calculated in accordance with ISO 12217 paragraph 6.6.4, with the lesser of  $FKR_{90}$  and  $FKR_{-90}$  used. AS Special Regulations Appendix B 7.2.3 shall apply.

**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. AS Special Regulations Appendix B 7.1.1 shall apply.

**Boats achieving stability by STIX & AVS**

A boat with moveable variable ballast must provide evidence it achieves IRC minimum **STIX 35 and AVS 130 -  $0.002 * m$**  (where “m” is the boat’s minimum sailing weight) but always  $\geq 100^\circ$  and a Minimum Righting Energy  $m * AGZ17200$  - Cat A

**Multihull Boats**

1. Multihulls must comply with the AS SR for Category 1 events including AS SR 3.05.
2. 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.