

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 (RC) 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 Organising Authority (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.

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.

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.

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 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.

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.

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.

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.

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:

Identify the Standard(s) or Classification Society Rules to which the hull panels and internal structure of the vessel have been constructed;

Identify the Standard(s) used to assess the global strength of the vessel's structure;

Confirm that the design, build and any subsequent structural modifications are consistent with the requirements of ISO 12215 Category A; and,

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 - 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.

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 aereals (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.

Mobile Phone

All boats must carry a fully charged mobile phone (4G), with the number submitted in the boat's Entry Form with the Organising Authority.

Satellite Phones

All boats must carry a satellite phone that is capable of making and receiving calls throughout the area of the race. The satellite shall be connected to the boats main power source or have adequate spare batteries to turned on throughout the duration of the race.

The satellite phone shall be located such that when a call or message comes through it alerts the crew.

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

Club Marine Pittwater to Coffs Harbour 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

ROYAL PRINCE ALFRED YACHT CLUB

DECLARATION FORM

Club Marine Pittwater to Coffs Harbour Race

To be submitted to: RPAYC by 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 the **PITWATER TO COFFS HARBOUR RACE** on 26 /03 /2021.

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 _____

Sailing Instructions and Special Regulations _____

AS Special Regulations Category _____

And that no changes have been made since
the boat was last measured and RATED. _____

If any of the above items cannot be initialed a full explanation shall be submitted with this Declaration. The boat may be subject to protest to ascertain whether the breach(s) were intentional and whether advantage was gained.

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