



Coastal Pointscore 2025

Race 1 – Bird Island Return Race: Saturday 15th February 2025

Race 2 – Cabbage Tree Island Race: Friday 14th March 2025

Race 3 – Pittwater to Coffs Harbour Yacht Race: Friday 11th April 2025 (see separate NoR)

Race 4 – Port Hacking Return Race: Saturday 14th June 2025

Race 5 – Newcastle Return Race: Saturday 5th July 2025

NOTICE OF RACE

EVENT WEBSITE:

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

Royal Prince Alfred Yacht Club

16 Mitala Street, Newport Beach NSW 2106

Tel: (02) 9998 3700

Email: sailing@rpayc.com.au

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

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



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. (Pittwater to Coffs Harbour Yacht Race – See separate NoR);
- 1.4 RRS Appendix T, Arbitration;
- 1.5 RRS Appendix WP, Waypoints;
- 1.6 ORC Rating Systems Rule;
- 1.7 IRC Rules Parts A, B and C;
- 1.8 OMR System Rules;
- 1.9 Changes to the RRS:
 - 1.9.1 RRS 41(c): Help in the form of information that is available to all boats, which shall include navigational, weather, tide or current data from any source which is open to all boats, whether or not by payment of a fee or subscription. It shall not include any information gathered or any advice received from any source not on board the boat that is specific to the boat and her situation.
By way of an example and interpretation: downloading charts, weather and 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 allowed.**
 - 1.9.2 RRS 51: A boat with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast to change trim or stability.
 - 1.9.3 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.
 - 1.9.4 RRS 52: Only Boats racing Two-handed (max two crew including Person in Charge) may use auto-piloting systems.
 - 1.9.5 RRS78.2: A valid rating certificate shall be produced by the Closing date of each Race.
- 1.10 **Changes to the IRC and ORC Rules**
 - 1.10.1 IRC Rule 11.2 and 21.6.1: By 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 3 races).
 - 1.10.2 A boat in ORC and IRC Handicap Divisions may carry the maximum number of spinnakers permitted by NoR 1.10.1.

2. SPECIAL REGULATIONS

- 2.1 Each boat shall comply as a minimum with Australian Sailing Special Regulations Part 1; Category 3.
- 2.2 All boats must have an Australian Sailing (AS) Special Regulations Equipment Compliance Form, audited by an accredited AS Club Equipment Auditor (CEA) for a minimum of Category 3 events and a current Radio Inspection Certificate.
- 2.3 **Changes to the AS SR:**
 - 2.3.1 An AIS Transponder (Class B) SR 3.29: The Transponder shall 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: The minimum IRC Stability STIX & AVS – Cat A or B (see NoR Appendix A – Stability Requirements).

3. NOTICES AND AMENDMENTS

- 3.1 Notices and amendments to competitors will be posted on the Official Noticeboard 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 by World Sailing Regulation 20.



5. BOAT ELIGIBILITY

5.1 For Category 3:

- 5.1.1 Satisfy the stability criteria of the AS SR Part 1, Section 3.04, Appendix B and this NoR Appendix A);
- 5.1.2 Comply with the AS SR Part 1 for the appropriate **Category** of the race;
- 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 10.**

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 of the day of the race, with the majority of the crew being of a minimum age of 18 years.
 - 6.2.3 All crew must be members of a Club affiliated with Australian Sailing or other National Authority.

7. DETERMINATION OF ELIGIBILITY

- 7.1 A decision of the OA or the RC as to any matter under NoR 5 and 6, including 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. ENTRY AND DOCUMENTATION

- 8.1 **Series Entrants:** To be eligible for the overall Pointscore, a boat shall enter the 'series', in addition to also entering each separate 'race' in the series.
- 8.2 **Casual Entrants:** Boats choosing to race as a 'casual', shall enter each race of their choosing separately. Please note, a boats 'casual' result shall not be counted in the Series Pointscore or included retrospectively.
- 8.3 **Entries, boat details, crew details and supporting documents**, for each and every race in the series, shall be submitted online through the online entry system at <https://app.sailsys.com.au/club/13/profile?tab=entry> prior to the close of entry for each Race. Documentation shall include:
 - 8.3.1 A current AS SR Equipment Compliance Form for Category 3 races;
 - 8.3.2 A Stability Declaration Form; if applicable; (refer to Appendix A);
 - 8.3.3 A Radio Inspection Certificate or equivalent, including all Race Frequencies (refer to NoR Appendix B);
 - 8.3.4 One Design Class and Rating Certificates, as applicable;
 - 8.3.5 A completed Crew List, qualifications, experience, contact details, NoK contact details and PLB details, as appropriate;
 - 8.3.6 A colour digital photograph of the boat **under sail displaying the boats sail number**, suitable for search and rescue purposes and not less than 400DPI.
- 8.4 **Changes to supplied documentation**
 - 8.4.1 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 to follow a protest) after the close of entry for each Race.
 - 8.4.2 No changes or new ratings shall be accepted after the rating deadline as stated in NoR 10 Schedule of Races.
 - 8.4.3 **A boat's crew list may not be changed later than two hours before the starting signal.** Any changes must continue to meet the eligibility requirements and shall be updated in a boat entry, and the OA notified.



8.5 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)	\$ 200.00
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, 2, 4 & 5	\$ 75.00
Non-Member – Individual Races 1, 2, 4 & 5	\$ 100.00

10. SCHEDULE OF RACES

Event	Date / Start Time	Rating Deadline /Close of Entry
Bird Island Return Race	Sat 15 Feb 2025 / 1000hrs	Fri 7 Feb 2025
Cabbage Tree Island Race	Fri 14 Mar 2025 / 1900hrs	Fri 7 Mar 2025
Pittwater to Coffs Harbour Race	See Separate NoR	
Port Hacking Return Race	Sat 14 Jun 2025 / 1000hrs	Fri 6 Jun 2025
Newcastle Return Race	Sat 5 Jul 2025 / 1000hrs	Fri 27 Jun 2025

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
- ORC
- 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 relevant 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 rating deadline of the Race, the boat has a valid Endorsed 2024 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 ORC Boats

11.5.1 A boat may be entered in the ORC Rating Category if by the rating deadline of the Race, the boat has a valid 2024 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)

11.7 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.

11.8 Rating Deadline

11.8.1 The Rating Deadline for each race is stated in NoR 10 Schedule of Races, after which there will be no permitted changes to, IRC, ORC or OMR ratings.



11.9 Performance Handicap System (PHS)

11.9.1 All boats will be entered into a PHS Category.

11.10 Re-Measurement

11.11 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 All 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.

12.4.2 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 Series scoring will be under Appendix A as amended below.

13.2 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.

13.3 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.

13.4 Boats will be ranked by corrected time (after scoring penalties, if any), the boat with the lowest corrected time will be scored first and all other boats will score accordingly.

13.5 The series shall consist of up to five (5) races, of which three (3) races are required to be completed to constitute a series.

13.6 A boat's series score shall be the total of her race scores. No Discards.

14. ARBITRATION

14.1 Should all parties agree, an arbitration hearing as per RRS Appendix T may be conducted for all protests lodged under RRS 61 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 written to the Protest Committee Chairman. A notice will be posted on the Official Notice Board after the finish of the protest time under RRS 63.2. Any protest received shall be advised and the 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 unless otherwise stated in the sailing instructions or Notice of Race. The RPAYC will also make reasonable attempts by telephone or email to advise parties to the protest time, date and place of the hearing.

15.3 The outcome of a protest hearing will be displayed on the Official Notice Board and available on the club's website.



16. SAILING INSTRUCTIONS

16.1 Sailing Instructions will be published on the RPAYC Series 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 for any loss of life, property, personal injury or damage caused by or arising out of the Coastal Point Score Races.

17.2 The 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 RRS 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 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 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 an acknowledgment that the Owner 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 or Person-in-Charge and Crew;

18.1.7 **The Owner or Person-in-Charge warrant the suitability of the boat for the Race;**
The safety of a boat and its entire management, including Insurance, shall be the sole responsibility of the Owner 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 or Person-in-Charge must be satisfied with the soundness of the hull, spars, rigging, sails and all gear. They must ensure that all safety equipment is maintained correctly, 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 organizers, or the inspection of the boat according 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, their 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 due to special assistance rendered during the Race it has 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 concerning the boat current when racing, with a sum insured of not less than A\$10 million (or its equivalent in another currency). In addition, the policy must state that the boat is insured for the Race (or racing) in which it is participating 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 or electronic 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 Pointscore 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 or the Person-in-Charge to ensure the boat carries suitably **updated** copies of all charts necessary for the vessel's safe navigation at all times. The charts listed above are the minimum charts required in electronic or paper format.

20.3 Where electronic charts are being used it is the responsibility of the Owner and/or the Person-in-Charge of the vessel to ensure they 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 after 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 in determining 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
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 categorisation -- 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 the measurement of the freeboards and righting moment of the actual yacht by a qualified source (i.e. an inclination test).
- Deck and other enclosed volumes above the sheerline may be considered, in which case offsetting cockpit volume shall also be considered.
- Mass shall be taken as Minimum Operating Mass defined by ISO 12217-2, paragraph 3.5.3.
- A GZ curve shall be submitted as part of the ISO Statement.

6. **Boats with a 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 under 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 Cat B

9. **Multihull Boats**

Multihulls must comply with the AS SR for Category 3 events, including AS SR 3.05. In addition, a signed declaration must be provided by a qualified Naval Architect, the builder, or another 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 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.

Two-handed boats 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.
4. **During the Race**

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