



Sydney to Auckland Ocean Rally for Cruisers 2025

Departure Date: 4th – 11th October 2025

Supplementary

NOTICE OF RALLY

EVENT WEBSITE:

www.rpayc.com.au

Royal Prince Alfred Yacht Club

16 Mitala Street, Newport Beach NSW 2106

Tel: (02) 9998 3700

Email: sailing@rpayc.com.au

Online Entry: <https://app.sailsys.com.au/club/13/profile?tab=entry>



The Organising Authority (OA) is The Royal Prince Alfred Yacht Club (RPAYC) in association with the Royal Akarana Yacht Club (RAYC).

1. Pre-Rally Preparation & Regulations

- 1.1 The Rules as defined in the Racing Rules of Sailing (RRS) as amended for cruising division;
- 1.2 The Prescriptions and Special Regulations of Australian Sailing (SR) Part 1 – Category 1.

2. Minimum Safety Requirements

- 2.1 **Cruising Division:** The Rally participants may seek Weather routing information available free, paid subscription or by contracted weather and routing support.
- 2.2 **Cruising Division:** boats entered in the Rally may use their engines for propulsion. Motoring speed (knots) and motoring time and dates (dates, hours and minutes) shall be logged and submitted to the race committee at the finish. Changes RRS 42. Full details shall be provided in the sailing instructions.

3. Changes To Australian Sailing Special Regulations Cat 1

- 3.1 **SR 3.25.1 (c):** All boats shall carry on board a Satellite Phone. The Satellite Phone shall have coverage for the Rally duration, be connected to the main power, or have a spare battery. In addition, all satellite phones must be capable of sending and receiving SMS text messages and telephone calls.
- 3.2 **SR 3.25.1 (a):** A HF Radio is not required.
- 3.3 New Zealand boats crossing the Tasman Sea to participate will be permitted to submit a valid Yachting New Zealand Safety Regulations, Category 1 Inspection.

4. Course

- 4.1 Start in Pittwater or from Sydney Harbour and arrive in Auckland Harbour via Cape Reinga.

5. Advertising And Vessel Identification

- 5.1 All boats may be required to display bow, boom decals and backstay flags provided by the OA.
- 5.2 Backstay flags (if provided) shall be displayed before leaving the dock, immediately before the start, and after finishing. (Backstay flags can be dropped during the rally).

6. Minimum Requirements of boat/design

6.1 All boats must

- 6.1.1 Comply with the AS or YNZ SR Part 1 for Category 1 Races as amended for the Rally.
- 6.1.2 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.

6.2 Requirements for Monohull Boats

- 6.2.1 Be built by the AS SR Part 1, Section 3.03;
- 6.2.2 Satisfy the stability criteria of the AS SR Part 1, Section 3.04 Appendix B as modified by this;
- 6.2.3 Have a waterline length (LWL) not less than 8.50m;

6.3 Requirements for Multihull Boats

- 6.3.1 Be built by the AS SR Part 1, Section 3.05 Appendix B;
- 6.3.2 Have a waterline length (LWL) not less than 9.50m;



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

7. Minimum Crew Experience

7.1 Eligibility Crew

7.1.1 The minimum number of crew (including the Owner and Person-in-Charge) on any boat, is four (4).

7.1.2 The minimum age of any crew is 16 years as of 1 October 2025.

7.1.3 All crew must be a member of a Club affiliated with Australian Sailing or, for the international crew - be a member of a club affiliated with the appropriate MNA.

7.2 Crew Experience

7.2.1 As per Special Regulations Part 1 – 2.04 Crew Experience; the OA-defined "equivalent passage" is detailed below;

7.2.2 Within 18 months of the rally start: 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 passage making, including at least two (2) nights at sea or an equivalent passage together on the boat entered into the Rally. Passages must be approved by the Race Committee (OA). (Amends SR 2.04.1). Upon written request, the OA may accept crew experience by another means.

7.3 Crew Training

7.3.1 A minimum of two (2) crew members must have a current Applied First Aid Certificate or an equivalent or higher qualification (amends SR Part 1, Section 4.07.6).

7.3.2 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.

7.3.3 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.

8. Determination Of Eligibility

8.1 A decision of the OA or the Race Committee (RC) as to any matter under NoR **Error! Reference source not found.** & **Error! Reference source not found.**, including whether a boat and her crew meet the eligibility criteria for entry in the Rally, is final and shall not be grounds for a request for redress.

9. Submission Of Entry, Crew And Documentation Details

9.1 Rally entry, boat details, eligibility requirements, crew details and supporting documentation shall be submitted online via entry system. For more information and entry:

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

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

9.3 The date for the close of entries, including the submission of boat and crew eligibility details, is 11 September 2025. Entries after the Closing Date shall be accepted at the sole discretion of the Organising Authority.

9.4 The OA will publish a final list of eligible entrants by 1 October 2025.



10. Fees (Australian Dollars) inc. GST

LOA – ft (m)	Early Bird (*Member)	Standard (*Member)	Late Fees (*Member)
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)
*RPAYC & RAYC Members - shall receive a 10% discount on entry fees.			

11. Schedule Of Events

Event	Date	Time (AEDT)	Location
Early Bird discount ends	11 October 2024	1700hrs	RPAYC
Close of Entry (Late Fee applies)	11 September 2025	1700hrs	RPAYC
Sailing Instructions, Entries, Divisions and Ratings published	1 October 2025	1700hrs	RPAYC
Rally Briefing & Weather Info	3 October 2025	1800hrs	RPAYC
Rally Departure Window Opens	4 October 2025	0900hrs	Pittwater/Sydney
Skippers Briefing	9 October 2025	1800hrs	RPAYC
Final Departures / Race (Starts)	11 October 2025	1300hrs	Sydney Harbour

12. Handicap Categories

- 12.1 A boat may enter any handicap category for which it is eligible.
- 12.2 Cruising PHS Category.

13. Scoring

13.1 PHS Handicap

- 13.1.1 Results will be determined by applying Time Correction Factors (TCFs) as a multiplier of elapsed times.
- 13.1.2 The RC will determine the TCF and shall not be subject to protest or request for redress (amends RRS 60.1 and 62.1(a)).
- 13.1.3 Cruising Division: The elapsed time will be adjusted according to the number of hours of propulsion that are declared on the Finish Declaration. Full details in the Sailing Instructions.

14. Charts

- 14.1 Navigational Charts for the area of the rally shall be carried. Detailed charts of all likely ports of refuge shall be included.
- 14.2 Charts may be in either paper or electronic format and include all updates.

15. Tracking Devices

- 15.1 Boats competing will be required to carry the Tracking Device supplied by the OA.
- 15.2 Persons that interfere with the regular operation of the Tracking Device or fail to comply with an OA request regarding Tracking Devices shall be subject to protest by the RC.
- 15.3 The Owner or Person-in-Charge of a boat shall be solely responsible for any Tracking Device supplied by the OA.



- 15.4 The Owner and Person-in-Charge of a boat retiring from the Rally 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.
- 15.5 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.

16. Prizes

16.1 The following trophies or prizes may be awarded:

- 16.1.1 Line Honours for Monohull and Multihull entrants.
- 16.1.2 The Sir Thomas Lipton Challenge Trophy will be awarded to the overall winning boat on IRC.
- 16.1.3 First, second and third overall in IRC, ORC, PHS, OMR, Two-Handed and Cruising Categories.
- 16.1.4 Team Trophy: Competitors are invited to enter 2 boat teams representing a yacht club, state or country. Owners shall be members of the yacht club, reside in the state or be nationals of the country that they are representing. Team entries shall be made via the form available on the website.
- 16.1.5 Other prizes may be awarded at the discretion of the OA.

17. Disclaimer Of Liability

- 17.1 The Organising Authority (RPAYC and RAYC), 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 Sydney to Auckland Ocean Race & Rally.
- 17.2 The Owner, the Person-in-Charge, and all crew are aware and acknowledge by entering the Rally that they compete entirely and at their own risk.
- 17.3 Attention is drawn to the ISAF 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 Person-in-Charge agree to be bound by all the Rules and Conditions of the Rally and acknowledge and accept:
- 18.2 That for the Rally, the Organising Authority and Race Committee reserves the right to alter or vary any part of the Rally, including its course, should conditions prevent the safe conduct of a rally;
- 18.3 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.
- 18.4 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;
- 18.5 The Owner and Person-in-Charge acknowledge that all their crew are satisfied with the experience of the skipper and the adequacy of the boat, all safety equipment aboard the boat and insurance arrangements;
- 18.6 The Entry of the boat is the acknowledgment that the Owner and 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 Person-in-Charge and Crew;



- 18.7 The Owner and Person-in-Charge warrant the suitability of the boat for the Rally; The safety of a boat and her entire management, including Insurance shall be the sole responsibility of the Owner and 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.
- 18.8 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 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;
- 18.9 Neither the existence of these conditions, and their use by the Organising Authority, or the inspection of the boat according to these conditions in any way limits the absolute responsibility of the Owner and Person-in-Charge and Crew;
- 18.10 Neither The Royal Prince Alfred Yacht Club nor the Royal Akarana Yacht Club, 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, their skipper or crew or their property as a result of their taking part in the Rally and the event-related activities, including pre-start and post- finish operations and shore activities;
- 18.11 Neither the Royal Prince Alfred Yacht Club, the Royal Akarana Yacht Club, 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 Rally it having been arranged for any reason whatsoever.

19. Insurance

- 19.1 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).
- 19.2 The Policy must state that the boat is insured for participating in the rally and is covered for voyaging across the Tasman Sea to Auckland, New Zealand, a distance of approximately 1250 nautical miles.
- 19.3 In addition to the above: All yachts whilst moored in Auckland require at least NZ\$5,000,000 public liability insurance, supported by documentation.

20. Mandatory Weather Briefing

- 20.1 A mandatory Weather Briefing will be held at 1800hrs on Friday, 3 October 2025 at the RPAYC.
- 20.2 A second Race and Weather Briefing will be held at 1800hrs on Thursday 9 October 2025. Any boats that have yet to depart shall attend.
- 20.3 At least the Owner/Person in Charge and one (1) other crew member shall attend the briefings.

21. Media Rights And Restrictions

- 21.1 The Owner 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.

22. Further Information

The Royal Prince Alfred Yacht Club
16 Mitala Street
Newport Beach
2106 NSW
Phone: (02) 9998 3700

Royal Akarana Yacht Club
8-10 Tamaki Drive
Okahu Bay
Auckland
Phone: +64 9 524 9945



Email: sailing@rpayc.com.au
Website: <http://www.rpayc.com.au>

Email: accounts@rayc.co.nz
Website: <http://www.rayc.co.nz>

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 on berthing at the RPAYC and alternative berthing in Pittwater and Sydney, please contact the RPAYC.

AUCKLAND: Berthing will be provided on arrival in Auckland. The Race Committee will direct boats to their temporary berth. Boats planning to stay on in Auckland or New Zealand should provide details as there may be discounted berthing available. 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 sufficient margin as required by this Appendix or as to a boat's compliance with the stability requirements, is final and binding.

Resistance to Capsize

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

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;

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.

OR

ORCi Stability Index of 115 for the configuration in which the boat proposes to Race;

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 an adequate 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.

OR

ISO 12217-2 Design Category A.

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 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 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.



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 under ISO 12217 paragraph 6.6.4, with the lesser of FKR90 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

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

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:

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.