

PITTWATER - LORD HOWE IS - BALLS PYRAMID - PITTWATER

— The new 890nm Ocean Race

# LORD HOWE OCEAN RACE



NOTICE OF RACE  
FRIDAY 2ND OCTOBER

# 2026



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

## 1. RULES

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

## 2. CHANGES TO THE RRS

- 2.1 **Adds to RRS 41 (c):** Help in the form of information available in a public domain, free or by paid subscription.
  - 2.1.1 This shall include navigational, weather, tide or current information from any source available to all boats, whether by payment of a fee or subscription. It shall not include any information gathered by or any advice received from any direct human input not on board the boat and which is specific to the boat and her situation.
  - 2.1.2 By way of an example and interpretation: downloading charts, weather or tidal GRIB files from subscription services, or using a cloud routing service (i.e. Predict Wind) is permitted.
- 2.2 **RRS 51:** A boat with movable or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for changing trim or stability.
- 2.3 **RRS 52:** Is amended to permit the adjustment and operation of sails or the adjustment of movable or variable ballast on a boat.
- 2.4 **RRS 52:** Is further amended for the Two-Handed to permit the use of auto-helming systems.

## 3. CHANGES TO THE 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 Race 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. Starlink connected to mobile phone(s) shall meet the requirement of the Satellite Phone.
- 3.2 **SR 3.25.1 (a):** A HF Radio is not required.

## 4. CHANGES TO THE IRC AND ORC RATING RULES

- 4.1 **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 and shall be declared on the Race Declaration at the end of the race.
- 4.2 **Headsails & Spinnakers:** In accordance with IRC Rules 11.2 and 11.3 Australian Sailing prescribes that in IRC races requiring Category 1, Category 2 or Category 3 Special Regulations compliance, a boat may carry one more headsail and/or spinnaker than shown on her current IRC certificate, of area not greater than rated HSA, HLU Max and SPA, without an increase in rating. This changes IRC Rule 21.6.1.
- 4.3 **IRC Crew Numbers & Crew Weight:** IRC rule 22.4.2 (crew weight) shall not apply. IRC rule 22.4.1 is changed; when a boat's crew includes a minimum of two female crew members, two youth crew



members (under the age of 23 years on the day of the start of the race), or one female and one youth crew member; a boat may carry one more crew member than printed on its IRC Certificate.

## **5. COURSE**

- 5.1 The course shall be: Start Pittwater (Broken Bay), leaving Lord Howe Island and Balls Pyramid to starboard, finishing in Pittwater (Broken Bay). The course distance is approximately 890 nautical miles.
- 5.1.1 The full course including, outlining rocks/islands (included within course) and exclusion zones will be detailed in the Sailing Instructions.

## **6. SAILING INSTRUCTIONS**

- 6.1 Sailing Instructions will be available on the event website from 18 September 2026.

## **7. NATIONAL JURY**

- 7.1 The Organising Authority may appoint a National Jury.

## **8. ADVERTISING AND VESSEL IDENTIFICATION**

- 8.1 All boats may be required to display the Event Sponsor's name or logo by WS Regulation 20.
- 8.2 All boats may be required to display bow, boom decals and backstay flags provided by the OA.
- 8.3 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 Race).

## **9. ELIGIBILITY OF BOATS**

### **9.1 All boats must**

- 9.1.1 Comply with the AS SR Part 1 for Category 1 Races as amended for the Race.
- 9.1.2 Provide a current AS SR Equipment Compliance Form for Category 1 events, signed and dated by an Australian Sailing National Equipment Auditor (NEA), including a current valid Communications Inspection Form (within 12 months of the race), Keel and Rudder Inspection Form (within 24 months of the race).

### **9.2 Requirements for Monohull Boats**

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

### **9.3 Requirements for Multihull Boats**

- 9.3.1 Be built by the AS SR Part 1, Section 3.05 Appendix B;
- 9.3.2 Submit an OMR rating certificate ratified by MYCQ and listed on the MYCQ register at [www.mycq.org.au](http://www.mycq.org.au).
- 9.3.3 Have a waterline length (LWL) not less than 9.50m;
- 9.4 The OA may request proof of a boat's eligibility.



## **10. ELIGIBILITY OF CREW AND QUALIFICATIONS**

### **10.1 Eligibility Crew**

- 10.1.1 The minimum number of crew (including the Owner and Person-in-Charge) on any boat, is four (4) unless entered into the Shorthanded Division, for which the crew shall be two (2).
- 10.1.2 The minimum age of any crew is 16 years for fully crewed boats and 18 years for boats entered into the Shorthanded Division as of 1 October 2026.
- 10.1.3 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.

### **10.2 Crew Experience**

- 10.2.1 As per Special Regulations Part 1 – 2.04 Crew Experience; the OA-defined "equivalent passage" is detailed below;
- 10.2.2 Within 18 months of the race 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 300nm offshore racing, including at least two (2) nights at sea or an equivalent passage together on the boat entered into the Race. Similar 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.

### **10.3 Crew Training**

- 10.3.1 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).
- 10.3.2 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.
- 10.3.3 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.

## **11. DETERMINATION OF ELIGIBILITY**

- 11.1 A decision of the OA or the Race Committee (RC) as to any matter under NoR 9 & 10, including 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.

## **12. SUBMISSION OF ENTRY, CREW AND DOCUMENTATION DETAILS**

- 12.1 Race entry, boat details, eligibility requirements, crew details and supporting documentation shall be submitted online via entry system. For more information and entry: <https://app.sailsys.com.au/club/13/entry?tab=entry>
- 12.2 An entry is invalid (refer to RRS 76.1) until the appropriate documentation has been submitted, reviewed and approved by the OA.
- 12.3 The date for the close of entries, including the submission of boat and crew eligibility details, is 11 September 2026. Entries after the Closing Date shall be accepted at the sole discretion of the Organising Authority.
- 12.4 The OA will publish a final list of eligible entrants by 18 September 2026.

**13. FEES (Australian Dollars) inc. GST**

LOA – ft (m)	Early Bird (*Member)	Standard (*Member)
40 (12.19) or less	\$ 1500.00 (\$1350.00)	\$ 1750.00 (\$ 1575.00)
41–50 (12.2–15.24)	\$ 1750.00 (\$1575.00)	\$ 2000.00 (\$ 1800.00)
51–60 (15.25–18.29)	\$ 2000.00 (\$1800.00)	\$ 2250.00 (\$ 2025.00)
61–70 (18.30–21.34)	\$ 2500.00 (\$ 2250.00)	\$ 2750.00 (\$ 2475.00)
71–80 (21.35–24.39)	\$ 3000.00 (\$ 2700.00)	\$ 3250.00 (\$ 2925.00)
81 (24.40) and greater	\$ 4000.00 (\$ 3600.00)	\$ 4250.00 (\$ 3825.00)

**14. REFUND POLICY & MINIMUM NUMBER OF ENTRIES**

- 14.1 A full refund of the entry fee will be made for cancellations before the 1 September 2026.
- 14.2 A 50% refund of the entry fee will be made for cancellations before the 18 September 2026.
- 14.3 No refund of the entry fee will be made after the 18 September 2026, except at the sole discretion of the Organising Authority.
- 14.4 The Organising Authority's minimum fleet size for the race is fifteen (15) confirmed entries by the 1 September 2026. However, the Organising Authority reserves the right, at its sole discretion, to proceed or cancel the race based on the number and sustainability of entries received and any other relevant considerations.
- 14.5 In the event that the Organising Authority cancels the race, all entry fees received shall be refunded.

**15. SCHEDULE OF EVENTS**

Event	Date	Time (AEDT)	Location
Early Bird discount ends	1 September 2026	1700hrs	RPAYC
Close of Entry	18 September 2026	1700hrs	RPAYC
Rating Deadline	25 September 2026	1200hrs	RPAYC
Skippers Briefing	1 October 2026	1800hrs	RPAYC
1st Warning Signal	2 October 2026	1255hrs	Broken Bay, Pittwater
Prizegiving	16 October 2026	1900hrs	RPAYC

**16. HANDICAP CATEGORIES**

- 16.1 A boat may enter any handicap category for which it is eligible.
- 16.2 IRC Category
- 16.2.1 To be entered into the IRC Category a boat shall hold a current valid IRC Certificate prior to the Rating Deadline (NoR 15).
- 16.2.2 Boats may additionally hold a secondary valid IRC Certificate. Owners shall declare to the Organising Authority which of the primary or secondary certificate will be used prior to the rating deadline (NoR 15). If a boat does not declare which certificate by the deadline, the primary certificate shall be used.
- 16.3 ORC Category
- 16.3.1 To be entered into the ORC Category a boat shall hold a current valid ORC Certificate prior to the Rating Deadline (NoR 15).
- 16.4 PHS Category
- 16.4.1 All boats shall be allocated a PHS TCF and included in the PHS Category.
- 16.5 OMR Category (multihulls)



- 16.5.1 To be entered into the OMR Category a boat shall hold a valid OMR number and declare the details of safety equipment and crew weights as per OMR requirements.
- 16.6 Two-Handed Division: the two-handed division will be scored within the eligible Rating and Handicap categories and will be eligible to win divisional and overall trophies.
- 16.7 Divisions may be formed in each category, subject to the number of entries received.
- 16.8 The composition and allocation of boats into divisions in a handicap category will be determined by the RC. They shall not be subject to protest or requests for redress.
- 16.9 Valid IRC or ORC Rating Certificate and/or Class Certificates shall be submitted by 25<sup>th</sup> September 2026.
- 16.10 The OA may require re-measurement of any boat before or after the race.

## **17. SCORING**

### **17.1 IRC Rating**

- 17.1.1 As per IRC rules.

### **17.2 ORC Rating**

- 17.2.1 As per ORC rules, based on the Time-on-Time Simplified Scoring Option, using the ToT All Purpose number.

### **17.3 PHS Handicap**

- 17.3.1 Results will be determined by applying Time Correction Factors (TCFs) as a multiplier of elapsed times.
- 17.3.2 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)).

### **17.4 Ocean Multihull Rating (OMR)**

- 17.4.1 Results will be determined by applying Time Correction Factors (TCFs) as a multiplier of elapsed times.
- 17.5 The boat with the lowest corrected time in each rating or handicap (after application of scoring penalties, if any) will be scored first, and all other boats will be scored accordingly.

## **18. CHARTS**

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

## **19. TRACKING DEVICES**

- 19.1 Boats competing will be required to carry the Tracking Device supplied by the OA.
- 19.2 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.
- 19.3 The Owner or Person-in-Charge of a boat shall be solely responsible for any Tracking Device supplied by the OA.
- 19.4 The Owner and 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.

- 19.5 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.

## **20. PRIZES**

### **20.1 The following trophies or prizes may be awarded:**

20.1.1 Line Honours for Monohull and Multihull entrants;

20.1.2 The Lord Howe Ocean Race Trophy will be awarded to the overall winning boat on IRC;

20.1.3 First, second and third overall in IRC, ORC, PHS, OMR and Two-Handed Categories;

20.1.4 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.

20.1.5 Other prizes may be awarded at the discretion of the OA.

## **21. DISCLAIMER OF LIABILITY**

21.1 The Organising Authority (RPAYC), 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 race.

21.2 The Owner, the Person-in-Charge, and all crew are aware and acknowledge by entering the Race that they compete entirely and at their own risk.

21.3 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".

## **22. CONDITIONS OF ENTRY & RESPONSIBILITIES**

22.1 By submitting an Entry, the Owner and Person-in-Charge agree to be bound by all the Rules and Conditions of the Race and acknowledge and accept:

22.2 That for the Race, the Organising Authority and 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;

22.3 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;

22.4 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;

22.5 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;

22.6 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;

22.7 The Owner and 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 Person-in-Charge, who must ensure that the boat is fully found, thoroughly seaworthy, and managed by a crew of sufficient number, experience and physical fitness.

- 22.8 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;
- 22.9 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;
- 22.10 Neither The Royal Prince Alfred Yacht Club nor its 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 Race and the event-related activities, including pre-start and post- finish operations and shore activities;
- 22.11 Neither the Royal Prince Alfred Yacht Club, its officers, employees or agents will be liable for any costs or expenses that may be incurred because of special assistance rendered during the Race it having been arranged for any reason whatsoever.

## **23. INSURANCE**

- 23.1 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).
- 23.2 The Policy must state that the boat is insured for yacht racing with appropriate coverage for the duration of the race approximately 890nm.

## **24. MANDATORY RACE AND WEATHER BRIEFING**

- 24.1 A mandatory Race and Weather Briefing will be held at 1800hrs on Thursday, 1 October 2026 at the RPAYC.
- 24.2 At least the Owner/Person in Charge and one (1) other crew member shall attend the briefings.
- 24.3 Failure to attend the briefing may result in a Protest by the Race Committee.

## **25. MEDIA RIGHTS AND RESTRICTIONS**

- 25.1 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.

## **26. FURTHER INFORMATION**

The Royal Prince Alfred Yacht Club  
16 Mitala Street  
Newport Beach  
2106 NSW  
Phone: (02) 9998 3700  
Email: [sailing@rpayc.com.au](mailto:sailing@rpayc.com.au)  
Website: <http://www.rpayc.com.au>

## **27. BERTHING RPAYC**

**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, please contact the RPAYC



# 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 -  $0.002 \cdot m$  (where "m" is the boat's minimum sailing weight) but always  $\geq 100^\circ$  and a Minimum Righting Energy:  $m \cdot AGZ17200$  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.