



OYSTER PERPETUAL  
SUBMARINER DATE



## ROLEX SYDNEY HOBART YACHT RACE 2005



**NOTICE OF RACE**  
Sydney, Australia  
26 December 2005

[WWW.ROLEX.COM](http://WWW.ROLEX.COM)

  
**ROLEX**



CRUISING YACHT  
CLUB OF AUSTRALIA

  
**ROLEX**

#### Dear Fellow Sailor

On behalf of the Cruising Yacht Club of Australia I invite owners and charterers of eligible boats to participate in the 61st running of the Rolex Sydney Hobart Yacht Race, including a rally for cruising boats, on 26 December 2005.

The Rolex Sydney Hobart is preceded by the Rolex Trophy, to be conducted from 10 to 12 December 2005 for One Design Classes (including Farr 40s, Sydney 38s, Sydney 32s and Mumm 30s) and from 15 to 18 December 2005 for IRC and Performance Handicap boats. The Notice of Race for the Rolex Trophy will be published on the event website ([www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)) shortly.

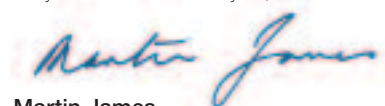
We will again be conducting the Rolex Challenge teams event over the Rolex Trophy regatta and the Rolex Sydney Hobart. A team will comprise two boats with an IRC rating of 1.1 or greater. A team may represent a country, or a State or Territory.

In addition, the CYCA will run a separate pointscore for boats that participate in both the Rolex Trophy regatta and the Rolex Sydney Hobart. Trophies will be awarded for the best performing boats in each handicap category when the results for both events are combined.

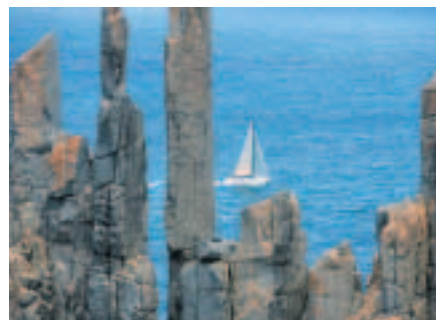
The event website contains a full calendar of racing and social events, berthing, accommodation and travel information, and links to websites that may be able to assist with accommodation and travel arrangements for visiting crews and their families.

I am hoping that I will get an opportunity to welcome you to Sydney and to the Cruising Yacht Club of Australia in December this year.

May the winds favour you,



**Martin James**  
Immediate Past Commodore  
Cruising Yacht Club of Australia  
Member, Rolex Sydney Hobart Committee



The Rolex Sydney Hobart Yacht Race 2005, incorporating a rally for cruising boats, will be conducted on the waters of Sydney Harbour, the Tasman Sea, Storm Bay and the Derwent River. Owners and charterers of eligible boats are invited to apply for entry on the conditions of this Notice of Race. Successful applicants will be sent an entry form. The race is organised and conducted by the Cruising Yacht Club of Australia with the co-operation of the Royal Yacht Club of Tasmania. The naming rights sponsor is Rolex SA of Geneva.

#### ► 1-RACE

The warning signal will be signalled at 1310 hours (Australian Eastern Daylight Saving Time) on 26 December 2005.

The start of the race will be in Sydney Harbour, New South Wales, and the finish will be in the Derwent River, Hobart, Tasmania. The race is a 628 nautical mile passage race. Details of the course will be included in the Sailing Instructions.

#### ► 2-RULES

##### 2.1 General

The race will be governed by the current versions of:

- the rules, as defined in the Racing Rules of Sailing 2005 - 2008 ("RRS") of the International Sailing Federation;
- the International Rule Club ("IRC") IR2000 Rules Parts 1, 2 and 3;
- the International Measurement System ("IMS") Rules and Regulations 2005;
- the rules and regulations of each One Design Class for which there is an eligible boat entered in the race;

- the prescriptions and special regulations of Yachting Australia ("Special Regulations"); and
- this Notice of Race ("NoR"), except as any of these are modified by the Sailing Instructions, and by the Sailing Instructions.

##### 2.2 International Regulations

Whilst a boat in the Cruising Division is operating under its engine the relevant parts of the International Regulations for Preventing Collisions at Sea will replace the rules of RRS, Part 2 in their application to that boat.

##### 2.3 Amendments

The Organising Authority reserves the right to amend this Notice of Race. Amendments will be published on the Official Notice Board and on the event website [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com). Amendments will also be sent to all entrants and applicants for entry.

##### 2.4 Official Notice Board

The Official Notice Board is a notice board bearing that name in the downstairs hallway of the clubhouse of the Cruising Yacht Club of Australia in Sydney.

##### 2.5 Binding nature of documentation

By making application for entry, the owner or charterer of a boat agrees that this Notice of Race (including amendments) and the application for entry and, if the boat is subsequently entered in the race, the entry form, the rules and regulations referred to in paragraphs 2.1 and 2.2 and the Sailing Instructions, shall be complied with by the boat and by the owner or charterer.



### 2.6 Sailing Instructions

The Sailing Instructions will be issued at, and may be available prior to, the race briefing. Thereafter, the Sailing Instructions will be available on request.

The Sailing Instructions will also be published on the event website.

### 2.7 Protest Committee

The Organising Authority intends to appoint a protest committee in accordance with RRS Appendix N.

### 3.1.3 IRC Boats

A boat may only be entered in the IRC Handicap Category if the boat:

- has a current, valid IRC Certificate, being either an Endorsed Certificate issued by RORC or a certificate based on "Independent Measurement" by an RORC approved measurer where the boat has been weighed on scales by an RORC approved measurer; and
- complies with all of 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).

### 3.1.4 One Design Class Boats

A boat may only be entered in a One Design Class if the boat:

- has a current, valid One Design Class Certificate for that class; and
- complies with all of the current Rules and Regulations for that class, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).

### 3.1.5 Safety audits

A boat requiring a safety audit at the Cruising Yacht Club of Australia should make a booking at the Sailing Office.

### 3.1.6 Qualifying Race or Ocean Passage

A boat shall substantially complete a qualifying race of not less than 150 nautical miles not more than six months before the start of the race.

The qualifying races are:

- Sydney Gold Coast Yacht Race, New South Wales
- Gosford - Lord Howe Race, New South Wales
- Cabbage Tree Island Race, New South Wales

## ► 3-ELIGIBILITY

### 3.1 Eligibility of Boats

#### 3.1.1 General Requirements.

A boat shall:

- be single hulled and self righting;
- satisfy the stability criteria specified in Appendix A and the additional requirements specified in Appendix B;
- be on the register of a yacht club affiliated with its National Authority;
- be built in accordance with the Special Regulations Part 1, Section 3.03.1;
- have an overall length (LOA) not more than 30 metres and not less than 9 metres and a waterline length (LWL) not less than 7.3 metres;
- comply with the Special Regulations Part 1 for Race Category 1; and
- have a crew that satisfies the requirements of NoR 3.2.

#### 3.1.2 Insurance

The owner or charterer of a boat entered in the race shall hold a marine legal liability insurance policy with respect to the boat current when racing, with a sum insured of not less than A\$10 million (or its equivalent in another currency).





- Maria Island Race, Tasmania
- Melbourne - Stanley Race, Victoria
- Haystack Race, South Australia
- Other races approved by the Organising Authority

Approval of an alternate qualifying race may be sought from the Organising Authority in writing.

A boat may, with the prior approval of the Organising Authority (to be sought in writing), obtain dispensation from the requirement to substantially complete a qualifying race by completing a non-stop ocean passage of not less than 24 hours not more than six months before the start of the race. A boat which is granted dispensation shall submit a detailed log of the passage with the Pre-start Documentation under paragraph 4.3. Dispensation from the requirements of this paragraph 3.1.6 may be requested in writing to the Organising Authority.

### **3.1.7 Re-Measurement**

The Organising Authority may require re-measurement of any boat prior to the boat racing.

### **3.2 Eligibility of Crew**

All crew shall meet the requirements of ISAF Regulation 19 (ISAF Eligibility Code). The minimum number of crew on a boat in the Cruising Division with a VHF radio (or an extension speaker) at a helming station and an automatic pilot is 4.

The minimum number of crew on all other boats is 6. The minimum age of all crew on a boat is 18.

All crew members shall be a member of an affiliated State Yachting Authority of Yachting Australia. Overseas crew members will be able to join Yachting New South Wales at the Organising Authority upon arrival in Australia. A nominal fee is payable. At least 50% of the crew on a boat shall

have completed a Category 1 race or an equivalent passage. Particulars shall be supplied on the Declaration of Crew Experience to be provided under paragraph 4.1.

At least 50% of the crew on a boat shall have completed a Yachting Australia Safety and Sea Survival Course or an approved equivalent. Copies of the crew members' Certificates of Competence, or equivalent, shall be provided under paragraph 4.3 (refer Special Regulations Part 1, Section 6.01).

At least two crew members on a boat shall hold a Senior First Aid Certificate or equivalent qualification, or be a practising medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided under paragraph 4.3 (refer Special Regulations Part 1, Section 4.07).

At least two crew members on a boat shall hold a Restricted Operators Certificate of Proficiency in Radio Telephony issued by a relevant authority, or higher qualification. Copies of the crew members' Certificate or other qualification shall be provided under paragraph 4.3 (amends Special Regulations Part 1, Section 3.25.2).

It is recommended that the skipper or sailing master have a recognised Yachting Australia certificate (or equivalent) of at least an Offshore Skipper certification.

### **3.3 Determination of eligibility**

A decision of the Organising Authority or the Race Committee as to any matter under this paragraph 3, including as to whether a boat and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.



### 3.4 Inspections

In accordance with the Special Regulations Part 1, all safety equipment shall be on board and available for inspection. On request by the Race Committee, boats shall be made available for spot inspection to audit safety regulation compliance. Spot checks will be carried out at Cruising Yacht Club of Australia and Middle Harbour Yacht Club prior to the warning signal and may be carried out after a boat finishes.

- Colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This may be a digital photo of a size not less than 6cm by 6cm with a resolution not less than 400 DPI.

**A completed application for entry, plus the additional items specified above, shall be received by the Organising Authority by 1700 hours on 4 November 2005. No application for entry will be accepted after that date.**

### 4.2 Entry

The Organising Authority is not obliged to accept an application for entry. Subject to acceptance of an application for entry, an entry form will be forwarded to the owner or charterer or representative (refer RRS 76.1). Entry shall be made on the form supplied by the Organising Authority, with the following items attached where current versions are not already held by the Organising Authority:

## ► 4- DOCUMENTATION TO BE LODGED

### 4.1 Application for Entry

An application for entry shall be made on the form supplied by the Organising Authority, with the following items attached where current versions are not already held by the Organising Authority:

- Verification of stability (NoR 3.1.1)
- Verification of construction requirements (NoR 3.1.1)

If a boat relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance. If a boat relies on compliance with ABS, the boat's IMS Rating Certificate recording an ABS plan approval or, alternatively, letters from the designer and builder confirming that the boat complies with the ABS Guide.

A boat with a current, valid One Design Class Certificate may rely on a current IMS Rating Certificate of another boat with a current, valid One Design Class certificate for that class to demonstrate compliance with this requirement.

- Declaration of Crew Experience in the form supplied by the Organising Authority (NoR 3.2)

- Entry fee(s) (NoR 6)
- Audited Special Regulations Form for Category 1 (NoR 3.1.1)
- Life Raft Inspection Certificate(s) (NoR 3.1.1)
- Radio Inspection Certificate (NoR Appendix C)
- 406 EPIRB Certificate (NoR 3.1.1)

**A completed entry form, plus the additional items specified above, shall be received by the Organising Authority by 1700 hours on 2 December 2005**

The entry form and the above items may be accepted after that date at the discretion of the Organising Authority, subject to a request for late acceptance being made to the Organising Authority in writing, accompanied by the specified Late Entry Fee.

**No entry documentation will be accepted after 1700 hours on 13 December 2005**







#### 4.3 Pre-start Documentation

Subject to acceptance of an entry by the Organising Authority, the following additional items shall be lodged with the Organising Authority where current versions are not already held by the Organising Authority:

- Class, Measurement and Rating Certificates, as required (NoR 3.1.1)
- Certificate of Currency of Insurance, in English, with details of the cover and the insurer (NoR 3.1.2)
- Verification of qualifying race or ocean passage (NoR 3.1.6)
- Yachting Australia Safety and Sea Survival Course Certificates or acceptable equivalent (NoR 3.2)
- Senior First Aid Certificates or acceptable equivalent (NoR 3.2)
- Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification (NoR 3.2)
- For a boat entered in a One Design Class, the document(s) specified by the Organising Authority as contemplated by the One Design Rules and Regulations
- Crew list in the form supplied by the Organising Authority
- Disclaimer and acknowledgment of rights form, as supplied by the Organising Authority, signed by each crew member (NoR 15 and 16)

**The additional items as specified above, shall be received by the Organising Authority by 1700 hours on 13 December 2005**

The above items may be accepted after that date at the discretion of the Organising Authority, subject to a request for late acceptance being made to the Organising Authority in writing, accompanied by the specified Late Documentation Fee.

**In accordance with RRS 76.1 the Organising Authority will reject or cancel the entry of a boat that does not comply with the conditions of this Notice of Race.**

**Privacy Note:** Personal information about crew members is obtained in crew lists. That information is obtained for use in search and rescue situations and for media purposes. The information will be given to search and rescue authorities and organisations, the Water Police, volunteer coastal stations and media representatives, and may be passed on by them to other organisations. A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the Organising Authority.

#### ► 5-CHANGES TO SUPPLIED DOCUMENTATION

Documentation supplied to or held by the Organising Authority under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 1700 hours on 20 December 2005.

A boat's rating certificate shall not be changed after 1700 hours on 23 December 2005 except as a result of a rating protest or to correct a rating office error. A boat's crew list may be changed to correct errors, to amend for late crew changes or after protest, but shall not be changed later than two hours prior to the starting signal. After any change to a crew list, the boat shall still satisfy the general requirements of paragraph 3.2.

Changes to the crew or details of any crew member shall be notified on forms available from the Organising Authority.



► **6-FEES**

The following fees shall be paid by credit card, cheque or bank draft on submission of the entry form or late documentation, as appropriate. They are not refundable or rebatable. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

**Entry fee A\$ 530**

PLUS the following fee per crew member for the maximum crew number as nominated on the application for entry

**A\$ 50**

Additional handicap category entry fee -  
for each additional category

**A\$ 100**

Additional Late Entry Fee

**A\$ 530**

Additional Late Documentation Fee

**A\$ 265**

A member of the Cruising Yacht Club of Australia will receive a discount of 10%.

► **7-HANDICAP CATEGORIES**

**7.1 Handicap Categories**

The Rolex Sydney Hobart Yacht Race will be conducted with the following handicap categories:

- IRC Boats
- PHS Boats
- One Design Classes selected by the Organising Authority
- Such other categories as may be determined by the Organising Authority having regard to interest expressed by entrants

In addition, a Cruising Division will be conducted.

Within each handicap category, all boats will be scored in the overall result. The Race Committee in its discretion may allo-

cate boats to divisions within a handicap category.

Where less than 10 entries are received for a handicap category, other than a One Design Class, the Race Committee reserves the right to reallocate those boats to another handicap category.

The Organising Authority's determination as to whether a One Design Class or an additional handicap category will be accepted is final and binding. Boats that wish to nominate a One Design Class or an additional handicap category should do so in writing.

**7.2 Overall Winner**

The overall handicap winner of the Rolex Sydney Hobart Yacht Race will be the boat that wins the overall IRC Handicap Category.

**7.3 Entries**

A boat may enter:

- any handicap category for which it is eligible; or
- any combination of those handicap categories, other than the PHS Handicap Category. A boat in the PHS Handicap Category may not enter any other handicap category; or
- the Cruising Division.

A boat electing to race in more than one handicap category must pay the additional handicap category entry fee for each additional category (NoR 6).

A boat may not enter or participate in line honours only. A boat that is eligible for, and competes in, the race in a handicap category will also be scored in line honours. A separate line honours category will be maintained for the Cruising Division.







## ► 8-SCORING

### 8.1 IRC (Overall and all Divisions)

Results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time.

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

### 8.2 PHS (Overall and all Divisions)

Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time.

A boat's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

### 8.3 One Design Class

The boat with the lowest elapsed time (after application of scoring penalties, if any) will be scored first.

### 8.4 Other Handicap Categories

The Organising Authority will announce the scoring system for any other Handicap Category determined under paragraph 7.1 when announcing that additional Handicap Category.

### 8.5 Cruising Division

The Cruising Division will be scored on a points system, details of which will be contained in the Sailing Instructions.

Boats will prior to the start nominate the times at which they intend to first cross certain latitudes, and be awarded points based on the accuracy of that prediction. Points will also be awarded or deducted based on engine and autopilot usage.

The boat with the highest number of points (after application of scoring penalties, if any) will be scored first.

The scoring system will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).

## ► 9-CHANGES TO CLASS RULES AND RRS

### 9.1 Changes to the IRC Rules

IRC Rule 26.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 27.4.1: The maximum total weight of crew in kilograms that may sail aboard a boat shall not exceed the crew number printed on her certificate multiplied by 85.

### 9.2 Changes to the Racing Rules of Sailing

RRS 41: Whilst racing a boat may retrieve data from any page of the event website details of which are provided in the Sailing Instructions, even if that page is not publicly available.

RRS 42: A boat in the Cruising Division may as and from two hours after its starting signal use its engine for propulsion. That use must cease prior to the boat finishing. Engine hours and miles covered under engine must be logged.

RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

RRS 51: A boat with movable or variable ballast that demonstrates compliance with the ballast leeward recovery requirements of Appendix A shall not use movable ballast to trim the boat fore and aft (IMS Rule 205.3 and Appendix 10 refers).



RRS 52: RRS 52 does not apply to:

- the adjustment and operation of sails or to the adjustment of movable appendages on any boat; or
- any boat in the Cruising Division.

RRS 61.3: There is no time limit on protests by the Race Committee or the Protest Committee. No other protests may be filed after 1100 hours on 3 January 2005, except when seeking redress. In that event, the time limit will be three hours after the protesting boat finishes.

RRS 76.1: The second sentence of RRS 76.1 is removed.

RRS 78.2: Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.

**If the required attendance at either the Race Briefing or the Weather Briefing is not met, the boat will not be eligible to race**

## ► **11-EVENT CLASSIFICATION AND ADVERTISING**

### **11.1 General**

Advertising on a boat shall comply with the requirements of ISAF Regulation 20 (ISAF Advertising Code) for Category C. The Organising Authority may decline to accept an application for entry of a boat which, in its opinion, is carrying advertising which conflicts with governmental regulations. In any case of doubt, the Organising Authority should be consulted as soon as practicable. An application for entry shall contain brief details of all advertising that a boat intends to carry. The Organising Authority shall be advised of all changes to that advertising.

A boat shall display the sponsor's bow decals and backstay flags in accordance with this Notice of Race and the Sailing Instructions (ISAF Regulation 20.3.1(d)). Prior to leaving the dock immediately prior to starting, and after finishing, the boat shall display the event flag. Bow decals and backstay and event flags will be supplied by the Organising Authority.

The advertising rules apply from 0700 hours on 26 December 2005 until 2000 hours on 1 January 2006.

### **11.2 Tracking devices and cameras**

A boat may be required to carry a tracking device supplied by the Organising Authority. A boat on which such a unit fails or ceases to operate will be required to provide additional position reports by radio in accordance with the Sailing Instructions.

The Organising Authority also reserves the right to place a camera on board any boat

## ► **10-BRIEFINGS**

### **10.1 Compulsory Race Briefing**

A race briefing or race briefings will be held in Sydney during the morning of 24 December 2005. Additional race briefings may be held at Australian interstate venues. The venue and time for the briefing(s) will be advised at a later date.

Four crewmembers of a boat intending to compete in the race shall attend the whole of the race briefing, or its interstate equivalent. It is recommended that the skipper and the navigator attend.

### **10.2 Compulsory Weather Briefing**

A weather briefing will be held at the Cruising Yacht Club of Australia at 0830 hours on 26 December 2005.

Two crewmembers of a boat intending to compete in the race shall attend the whole of the weather briefing. It is mandatory that the skipper and the navigator attend.







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for media purposes.

Failure to carry and operate a tracking device or to carry a camera when required will lead to rejection of an application for entry, the cancellation of an entry or the disqualification of the boat from the race (refer RRS 76.1).

### 11.3 Trademark Restriction

"Sydney Hobart Yacht Race" is a registered trademark of the Cruising Yacht Club of Australia and the use of the trademark is absolutely restricted and limited to use by or with the consent of the Organising Authority.

### ► 12-SAIL IDENTIFICATION

A boat shall comply with YA prescriptions to RRS Appendix G, Identification on Sails.

An Australian boat chartered or borrowed by an international entrant may carry on the mainsail the national letters of the country represented, but may have local sail numbers on other sails (amends RRS Appendix G).

### ► 13-HULL IDENTIFICATION

The Organising Authority will supply bow numbers that shall be attached to each boat as directed by the Organising Authority (refer Special Regulations Part 1, Section 3.28.2).

### ► 14-ALTERNATIVE PENALTIES

RRS 44.2 - Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Sydney Harbour.

RRS 44.3 - Scoring Penalty will apply for breaking a rule of RRS, Part 2 outside Sydney Harbour.

RRS 64.1 - Scoring Penalties may apply at the discretion of the Protest Committee.

The scoring penalties will be applied in accordance with the Sailing Instructions.

### ► 15-MEDIA RIGHTS AND RESTRICTIONS

The conditions of entry include:

- a requirement that the owner or charterer of the boat and all crew members:
- acknowledge that the Organising Authority owns all media rights to the Rolex Sydney Hobart Yacht Race and may exercise those rights as it sees fit;
- grant the Organising Authority and Rolex SA the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images and biographical information relating to the crew and photographs, video footage and audio recordings taken of the boat and its crew prior to, during and after the race;
- a prohibition on the use of any form of positioning system, other than that supplied or authorised by the Organising Authority, for the purpose of posting a boat's position or other information to any internet site.

Crew members of boats may, prior to, during and after the race, speak or provide material to any media representatives accredited by the Organising Authority, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the Jury or Protest Committee, measurers or current or former sponsors of



the Organising Authority. This approval may be revoked by the Organising Authority in respect of a boat or media representative at any time.

Entrants must acknowledge and accept the media restrictions referred to in this paragraph 15 on the entry form. Crew members must grant the rights referred to in this paragraph 15 by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Authority.

Any breach of these conditions may, at the discretion of the Organising Authority or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a boat (refer RRS 76.1). This does not limit the right of the Organising Authority to take any other action it sees fit to enforce compliance with these conditions.

► **16-DISCLAIMER**

All those taking part in the race do so at their own risk and responsibility. Crew members must acknowledge this, and release the Organising Authority, Rolex SA and their respective officers, employees, volunteers and members, from all liability by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Authority.

Specific attention is drawn to RRS Fundamental Rule 4, which states:

**“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”**

► **17-TROPHY PRESENTATIONS**

The line honours trophy will be presented to the line honours boat on arrival at Constitution Dock in Hobart.

The overall winner and divisional winners will be announced and presented with battle flags at a dockside presentation after boats arrive. Details will be provided at a later date.

The formal trophy presentation will be held on 1 January 2006 in Hobart.

**Contact Details**

Cruising Yacht Club of Australia  
New Beach Road  
Darling Point  
New South Wales 2027  
Australia

Tel: +61 2 9363 9731

Fax: +61 2 9363 9745

[www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)

Email: [cyca@cyca.com.au](mailto:cyca@cyca.com.au)







## ► APPENDIX A STABILITY REQUIREMENTS

### 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.

**Competitors found to be falsifying documentation, deliberately invalidating certificates or otherwise misleading the Race Committee with regard to stability of their boat are subject to action under RRS 69.1. If found guilty the penalty could include disqualification from the Rolex Sydney Hobart Yacht Race. The incident would also be reported to Yachting Australia.**

A determination by the Organising Authority or the Race Committee 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.

### Boats with movable or variable ballast

A boat with movable or variable ballast shall provide evidence that it achieves not less than:

- a Ballast Leeward Recovery Index of 0.75 (IMS Rule 205.3 and Appendix 10 refer). A boat demonstrating compliance with this requirement with other than a current, valid IMS Rating Certificate will be required to show a satisfactory margin to the minimum requirement for that boat; or
- a Knockdown Recovery Factor of 0.9 under International Standard ISO 12217-2, calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the lesser of FKR90 and FKR-90 used. Paragraphs 2.1 and 2.2 of ISAF Regulations Appendix K shall apply.

### All boats - resistance to capsize

A boat shall provide evidence as follows to demonstrate that it has stability characteristics not less than the Minimum Stability Index for Race Category 1 events for the configuration in which the boat proposes to race (IMS Reg 201 refers).

### Boat holding current, valid IMS Rating Certificate

A boat with a current, valid IMS Rating Certificate shall supply that certificate, including the measurement inventory.

### Boat previously holding valid IMS Rating Certificate

A boat without a current, valid IMS Rating Certificate but with a previously valid (but not current) IMS Rating Certificate shall supply its most recent previously valid (but not current) certificate, including the measurement inventory, with a stability index with a satisfactory margin to the Minimum Stability Index for Race Category 1 events for the configuration in which the boat proposes to race, accompanied by a completed Stability Declaration supplied by the Organising Authority.

### Boat without an IMS Rating Certificate

A boat that does not hold a current, valid IMS Rating Certificate and has not previously held a valid IMS Rating Certificate may submit other stability data for consideration by the Organising Authority, to enable a comparison with information normally required for eligibility in Race Category 1 events.

Acceptance of a boat's stability may be facilitated if the following is supplied:

- a declaration from the boat's designer comprising a free-trimming GZ curve, IMS righting moment and freeboard measurements;
- an inclination test from a qualified IMS measurer showing the measured RM and freeboards;



- a current international Classification Society Class Certificate, if one is held.

**A boat with current, valid One Design Class Certificate**

A boat that holds a current, valid One Design Class Certificate may comply with this requirement if one boat of that class holds a current, valid One Design Class Certificate for that Class and also has a current, valid IMS Rating Certificate, including the measurement inventory, with a stability index with a satisfactory margin to the Minimum Stability Index for Race Category 1 events for the configuration in which the boat proposes to race (IMS Reg 201 refers). The documentation that sets out the One Design Class Certificate shall be of sufficient substance to satisfy YA that the class rules are adequate to ensure a strict One Design Class yacht.

**All boats**

Other than in the case of a boat that submits a current, valid IMS Rating Certificate, the Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.

equipment are specified in the Special Regulations, equipment branded with a recognised equivalent international standard marking may be accepted.

**Radios installation**

Boats shall be capable of transmitting/receiving, as a minimum, on the following frequencies:

**VHF - International Channels**

**16, 72, 73, 80 and 81**

**HF/SSB - 4483kHz and 6516kHz**

and such other frequencies as the Organising Authority may determine. Emergency aerials are required to have their mounting brackets and cabling permanently installed.

Boats shall provide a Radio Inspection Certificate with the entry form where a current certificate is not already held by the Organising Authority. The Radio Inspection Certificate is to be completed by an accredited radio technician to verify the adequacy of the installation and operation of the radios.

A boat in the Cruising Division that does not have an HF/SSB may seek a dispensation from the Race Committee by demonstrating that it has another satisfactory method of contacting the Organising Authority, such as by satphone or by email via SATCOM C, D+ or other system.

**Pre-race radio check**

Boats shall carry out a radio check on 6516kHz between 14 December 2005 and 21 December 2005 with an organisation to be advised to entrants at a later date.

The organisation conducting the radio checks will monitor these frequencies between 0800 hours and 1800 hours during that period. Radio checks will not be approved outside of these hours.

Boats not recorded as having adequate

**► APPENDIX B**

**ADDITIONAL REQUIREMENTS**

**General**

The following requirements add to the requirements of the Special Regulations Part 1 for Category 1 Races.

International applicants for entry will be provided with a copy of Yachting Australia prescriptions and regulations on request. These regulations vary in some minor respects from the ORC special regulations. Where Australian standards for safety







radio signal strength will not be eligible to start.

#### **Operation**

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

For radio communications, a boat's name may be limited to not more than two words. The Race Committee may alter names where appropriate.

The Sailing Instructions will require that boats report by radio when they are in the vicinity of Green Cape and make a declaration confirming their time of passing as well as the following:

- The HF radio is operational
- Liferaft(s) are on board
- Engine and batteries are operational
- Boat and crew are in a satisfactory condition to continue
- The skipper has comprehensively considered the most current weather forecast and the boat and crew are fully prepared for the conditions forecast.

Boats which are not recorded as having met the reporting requirements above shall be disqualified without a hearing (amends RRS 63.1).

Boats that make a false report will be subject to action by the Race Committee in accordance with RRS 60.2(c).

#### **Other equipment charts**

The following charts (in paper form) shall be carried on board:

- Aus 197 Sydney
- Aus 808 To Jervis Bay
- Aus 807 To Montague Island
- Aus 806 To Gabo Island
- Aus 358 Across Bass Strait
- Aus 356 Flinders Island to St Helen's Point

- Aus 423 If Course is East of 807, 806, 358 and 356
  - Aus 355 Into Storm Bay and to Finish
  - Aus 422 Gabo Island to South of Tasmania
  - Aus 171 Iron Pot up Derwent River to Finish & Dunalley Canal
  - Aus 795 Storm Bay
  - Aus 172 Port of Hobart
- Details of ports and islands en route:
- Aus 200 Port Jackson
  - Aus 195 Port Kembla and Wollongong with Approaches
  - Aus 193 Jervis Bay
  - Aus 191 Bateman's Bay, Twofold Bay, Ulladulla Harbour, Kiama
  - Aus 179 Plans in Banks Strait
  - Aus 170 Cape Sonnerat to Maria Island, Spring Bay
  - Aus 174 Port Arthur & others

Note: INT 601 (Aus 4601) is the best chart to plot an uninterrupted course from Sydney to Hobart.

#### **Books**

The following book shall be carried on board:

"Cruising Tasmania" by J Brettingham-Moore