

Cruising Yacht Club of Australia PONANT Sydney Noumea Yacht Race 2020

Amendment 2 to the Notice of Race

1 The Race

Delete 1 and replace with:

The **PONANT Sydney Noumea Yacht Race 2022** will be conducted on the waters of Sydney Harbour, the Tasman Sea, and the Coral Sea.

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race (“NoR”).

The race is organised and conducted by the Cruising Yacht Club of Australia (“CYCA” or the “Organising Authority”) with the co-operation of the Cercle Nautique Caledonian (“CNC”).

The naming rights sponsor is PONANT.

1 THE RACE

1.1 The race is a 1064 nautical mile passage race.

1.2 The start of the race will be in Sydney Harbour, New South Wales, and the finish will be in Noumea, New Caledonia. Details of the course will be included in the Sailing Instructions.

1.3 In the event of international travel restrictions due to COVID-19, an alternative course will be conducted. The race will start in Sydney Harbour, round Lord Howe Island and Balls Pyramid and finish in Sydney Harbour, New South Wales. Further details of the course will be included in the Sailing instructions.

1.4 The warning signal will be at **1250 hours on 4 June 2022** with the starting signal at 1300 hours.

2 Rules

Delete 2.1 and replace with:

2.1 General

The race will be governed by the *rules*, as defined in ***The Racing Rules of Sailing 2021-2024*** (“RRS”) of World Sailing, including;

(a) the **IRC Rules 2021** Parts A, B and C;

(b) the **ORC Rating System Rules 2021**; and

(c) the prescriptions and special regulations of Australian Sailing (“AS Special Regulations”) (a copy of which may be found at <http://noumea.cyca.com.au/competitors/rsspecial-regs/>).

Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted.

3 Eligibility

Delete 3.1 (b) and replace with:

3.1 (b) have a:

(i) Hull length (as defined in The Equipment Rules of Sailing of World Sailing and referred to in IRC as “LH” and ORC / IMS as “LOA”) of not more than 30.48 metres if entered as a fully crewed boat (NOR 3.4.1) and not more than 19.90 metres if entered as a two-handed boat (NOR 3.4.2); and

(ii) Hull length of not less than 9.00 metres for all boats; and

(iii) a Waterline Length (as defined in the Equipment Rules of Sailing) not less than 7.3 metres for all boats.

Delete 3.3 (a) and replace with:

3.3 (a) A boat shall enter one or more of the following handicap categories:

(i) IRC Boats

A fully crewed boat (NOR 3.5.1) may only enter the IRC Handicap Category if the boat

- has a current, valid Endorsed IRC 2021 Certificate;
- has been weighed on scales by a RORC or UNCL approved measurer or the boat's weight is derived from its ORCi certificate (dispensation from weighing may be granted by the Race Committee if the boat weight is prohibitive of doing so).

(ii) ORCi Boats

A fully crewed boat (NOR 3.5.1) may only enter the ORCi Handicap Category if the boat has a current, valid 2021 ORCi certificate.

(iii) Performance Handicap (PHS) Boats

A fully crewed boat (NOR 3.5.1) that does not enter one or both of the above shall enter the Performance Handicap Category.

OR

(iv) Two- Handed Boats

A Two-Handed boat (NOR 3.5.2) may enter:

- **Two-Handed IRC, if the boat:**
 - has a current, valid Endorsed 2021 IRC Certificate;
 - has been weighed on scales by a RORC or UNCL approved measurer or the boat's weight is derived from its ORCi certificate (dispensation from weighing may be granted by the Race Committee if the boat weight is prohibitive of doing so).
- **Two – Handed ORCi, if the boat has a current, valid 2021 ORCi certificate;**
- **Two-Handed PHS**

A Two-Handed boat (NOR 3.5.2) that does not enter one or both of the above shall enter the Two-Handed Performance Handicap Category.

Delete 3.4 and replace with:

3.4 Qualifying Race or Ocean Passage

A boat shall after **1 November 2021** have undertaken either:

(a) a qualifying race of not less than 150 nautical miles that the Race Committee approves. The boat shall have finished the race or, otherwise, raced not less than 150 nautical miles and for not less than 24 hours. The following races have already been approved:

- Cabbage Tree Island Race, New South Wales
- Rolex Sydney Hobart Yacht Race, New South Wales
- Maria Island Race, Tasmania
- Melbourne - Stanley Race, Victoria
- Haystack Race, South Australia
- Brisbane to Gladstone Yacht Race, Queensland

or

(b) with the prior written approval of the Race Committee, a non-stop ocean passage of not less than 150 nautical miles and of a duration of not less than 24 hours. A boat which is approved to complete a passage shall submit a detailed log of the passage on a form that can be obtained from the Race Committee.

**No entries will be
accepted after this date.**

Delete 3.6 and replace with:

3.6 Documentation and Fees

(a) Initial Documentation - by 1700 hours on 11 March 2022

A boat shall complete the entry form (including the Conditions of Entry) through the online entry system - <http://rolexsydneyhobart.com/competitors/notice-of-race-entry/> - by **1700 hours on 11 March 2022**. If the current versions of the following are not already held by the Organising Authority, the following documentation shall be submitted:

- (i) verification of stability (refer NoR 3.1(c)(i) and Appendix B);
- (ii) verification of hull construction standards (refer NoR 3.1(c)(ii));
- (iii) **keel inspection certificate (refer Special Regulations 3.02.4 to 3.02.6);**
- (iv) declaration of Crew Experience (through the Crew List in the online entry) (refer NoR 3.2);
- (v) **For a boat entered in a two-handed category (3.5.2) the two-handed crew experience declaration as supplied by the Organising Authority;**
- (vi) the existing Hull Identification number that is displayed on the boat (if any) (refer NoR 11);
and
- (vii) a colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be a digital photo with a resolution not less than 1200 x 800 pixels.

The boat is responsible to ensure that the initial documentation is received by the Organising Authority.

(b) Final Documentation - by 1700 hrs on 13 May 2022

A boat shall then ensure that the Organising Authority receives the following by 1700 hours on **13 May 2022**:

- (i) Audited AS Special Regulations Equipment Audit Form for Category 1. Note: A boat requiring an equipment audit at the CYCA should make a booking at the Sailing Office;
- (ii) Inflatable lifejacket service certificates (AS Special Regulations 5.01.5 as supplemented by NoR 7.4(h));
- (iii) Life Raft Inspection Certificate(s) (AS Special Regulations 4.19.4(b));
- (iv) CYCA Radio Inspection Certificate (AS Special Regulation 3.25.3 as supplemented by NoR 7.4(d));
- (v) 406 EPIRB proof of registration (AS Special Regulations 4.18);
- (vi) Class, Measurement and Rating Certificates, as required (NoR 3.3);
- (vii) Certificate of Currency of Insurance, in English, with details of the cover and the insurer (NoR 3.2);
- (viii) Verification of qualifying race or ocean passage (NoR 3.4);
- (ix) Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalent (NoR 3.5(d));
- (x) Medical Qualifications / First Aid Certificates (NoR 3.5(e));
- (xi) Long-Range Marine Radio Operators Certificates of Proficiency (LROCP) in Radio Telephony or acceptable higher qualification (NoR 3.5(f));
- (xii) Crew list to be completed through the online entry;
- (xiii) **AIS MOB Declaration, as supplied by the Organising Authority, and**
- (xiv) Disclaimer and acknowledgment of rights form, as supplied by the Organising Authority, signed by each crew member (NoR 16).

The boat is responsible to ensure that the final documentation is received by the Organising Authority.

(c) Entry Fees

A boat shall pay the following fees **by 1700 hours on 13 May 2022**:

	CYCA Member	Not a CYCA Member
(i) Entry fee	A\$1,020	A\$1,200
(ii) PLUS the fee per crew member	A\$63.75	A\$75.00
(ii) PLUS the fee for each Handicap Category entered after the first entry under NoR 3.3(a)	A\$106.25	A\$125.00
(iv) Additional Late Documentation Fee	A\$650	A\$650

- All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).
- A surcharge will be applied when using a credit card.
- The owner or charterer shall be a financial CYCA member for CYCA member fees to apply.

All fees are non-refundable. In accordance with RRS 76.1 the entry of a boat that does not comply with the conditions of this Notice of Race will be rejected or cancelled.

Delete 3.7 and replace with:

3.7 Briefings

A boat shall satisfy the following briefing requirements:

(a) Compulsory Race Briefing

A compulsory race briefing will be held on 2 June 2022 at 0900 hours (AEST) at the CYCA and also online by webinar (link to be provided). Two crew members, who are any of the Owner (if the Owner is a member of the crew), Skipper, Second in Command (2IC) or Navigator, shall attend at the CYCA or register and view the whole of the race briefing online. Any crew members who attend the briefing via webinar shall lodge the race briefing declaration (<https://cycaforms.seamlessdocs.com/f/PSNYRRaceBriefing>) confirming attendance by 1700 hours on 3 June 2022.

(b) Compulsory Weather Briefing

A compulsory weather briefing will be held on 4 June 2022 at 0830 hours at the CYCA and also online by webinar (link to be provided). Two crew members, who are any of the Owner (if the Owner is a member of the crew), Skipper, Second in Command (2IC) or Navigator, shall attend at the CYCA or register and view the whole of the weather briefing online. Any crew members who attend the briefing via webinar shall lodge the weather briefing declaration (<https://cycaforms.seamlessdocs.com/f/PSNYRWeatherBriefing>) confirming attendance by 1100 hours on 4 June 2022.

Failure to comply with this NoR 3.7 shall not be subject to protest by a boat (amends RRS 60.1)

4 Changes to Supplied Documentation

Delete 4.1 and 4.4 and replace with:

- 4.1 The Race Committee will not accept a change to a boat's IRC or ORCi certificate after **1900 hours on 27 May 2022** except as a result of a rating protest or to correct a Rating Office error.
- 4.4 A boat's crew list may be changed after **13 May 2022** to correct errors or to amend for late crew changes but shall not be changed later than three hours prior to the starting signal. After any change to a crew list, the boat shall still satisfy the general requirements of paragraph 3.5.

6 Scoring

Delete 6 and replace with:

6.1 Overall Winner

The overall winner of the PONANT Sydney Noumea Yacht Race will be the **fully crewed boat** (a boat that complies with NOR 3.5.1) that wins the overall IRC Handicap Category.

6.2 Line Honours

A boat that enters the race will be scored in a handicap category as well as the line honours category. **A separate line honours category will be awarded for Two-Handed Boats (a boat that complies with NOR 3.5.2). No boat will be scored only for line honours. The Line Honours winner of the PONANT Sydney Noumea Yacht Race will be the fully crewed boat (a boat that complies with NOR 3.5.1) that wins the Line Honours Category.**

6.3 All scoring

- (a) Scoring penalties will be applied when determining a score. A boat subject to a scoring penalty is not eligible for a race record.
- (b) Time penalties will be applied when determining a score, elapsed time or race record.
- (c) Redress will be applied when determining a score, elapsed time or race record.
- (d) Fully crewed boats (NOR 3.5.1) scored in a division of the IRC Handicap Category will also be scored in the overall IRC Handicap Category result.**

6.4 Line Honours results

Subject to NoR 6.3, the boat with the lowest elapsed time shall be scored first in the line honours and **Two- Handed line honours categories and other boats shall be ranked accordingly.**

6.5 IRC (IRC Handicap Category, IRC Two-Handed, and Divisions of them)

- (a) Results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time.
- (b) Subject to NoR 6.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.6 ORCi Divisions

- (a) Results will be decided by the application of the Time-on-Time Simplified Scoring Option, using the ToT Offshore rating as printed on each boat's ORCi Certificate, as a multiplier of elapsed time.
- (b) Subject to NoR 6.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.7 PHS Divisions

- (a) Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time.
- (b) A boat's TCF will be determined by the Race Committee or its nominee. The determination of the TCF will not be subject to protest or redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).
- (c) Subject to NoR 6.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.8 One Design Class

Subject to NoR 6.3, the boat with the lowest elapsed time will be scored first and other boats shall be ranked accordingly.

6.9 Scoring Penalties

Scoring penalties will be applied as set out in the Sailing Instructions for a breach of RRS Rule 2 outside Sydney Harbour and may be applied at the discretion of the International Jury for other breaches of the rules or by the Race Committee in circumstances set out in the Sailing Instructions.

7 Changes to the Rating System Rules and RRS and additions to AS Special Regulations Racing Rules of Sailing

7.1 Changes to the IRC Rules

Add:

7.1 (c) IRC Rule 15.1 is deleted. Refer NOR 7.3 (d)

7.3 Changes to the Racing Rules of Sailing

Delete 7.3 (d) and replace with:

7.3 (d) RRS 52: RRS 52 does not apply to the adjustment and operation of sails or to the adjustment of movable appendages.

Boats entered in the Two-Handed division are also permitted to use autohelm.

7.4 Additions to the Special Regulations

Delete 7.4(b), (d) and (f) and replace with:

7.4 Additions to AS Special Regulations

Below are additional requirements to the AS Special Regulations:

(b) Special Regulation 3.25.1(c): A boat shall carry a satellite phone on board. The satellite phone shall have a voice and data plan for coverage for the duration of the race and have the ability to be connected to main power or have a spare charged battery. A boat shall be recorded as having sent a text message from the boat Satphone to Race Control on +61 408 566 696 **between 23 May and 2 June 2022: "This is boat name xxxxx PSNYR 2022"**. Boats not recorded as having sent such a text will not be eligible to start the race.

(d) Special Regulation 3.25.3(b): A boat shall provide a CYCA Radio Inspection Certificate with the pre-start documentation where a current certificate is not already held by the Organising Authority. The CYCA Radio Inspection Certificate is to be completed by an accredited radio technician to verify the adequacy of the installation and operation of the radios.

In addition, a boat shall have been recorded as having an adequate radio signal strength by carrying out a radio check with Marine Rescue Lake Macquarie between **20 May and 2 June 2022** on 6516 and 4483kHz. Boats not recorded as having an adequate radio signal strength will not be eligible to start the race.

(f) Special Regulation 4.26: All boats shall demonstrate equipment or method by which crew may be assisted on board. AIS personal crew overboard beacons (AIS MOB) are recommended for fully crewed boats and mandatory for a boat entered in a Two-Handed division. When carried, numbers should be provided in the AIS MOB declaration.

Add:

7.4 (i) A boat entered in the Two-Handed division shall be fitted with an autopilot.

11 Event Advertising

Delete 11.1 and 11.2 and replace with:

11.1 A boat shall display the sponsor's backstay flag from **0700 hours on 2 June 2022 until 1100 hours on 9 June 2022**.

11.2 The Organising Authority requests that a boat displays the sponsor's event flag prior to leaving the dock on **4 June 2022** and on arrival to the finish dock after finishing.

13 Media Rights and Restrictions

Delete 13.5(c) and replace with:

13.5 A boat and its crew may publish on a live or delayed basis (including by streaming to an internet site or on social media) still and moving images and audio material taken on or from the boat subject to:

(c) copies of any recorded material (such as video or film tapes of any interviews and video footage obtained on the boat (whether or not transmitted from the boat) being provided to the Organising Authority by **5 July 2022** together with a perpetual licence to use and exhibit the material for any purpose anywhere in the world, unless otherwise agreed by the Organising Authority.

Appendix B – Stability Requirements

Delete Appendix B – Stability Requirements and replace with:

General

The requirements specified in this appendix apply to all boats intending to enter regardless of the handicap system 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 AUSTRALIAN SAILING.

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.

Non-Moveable Variable Ballast Boats:

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

- an ORCi Stability Index of 115 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A except that the STIX Number shall be increased to a minimum of 35 **and the angle of vanishing stability (AVS) must be a minimum of 120** (The OA 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. This may include having measurements redone and documentation reproduced by another Naval Architect).

Moveable Variable Ballast Boats

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

- an ORCi Stability Index of 115 and a Ballast Leeward Recover Index of 0.9 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A except that the STIX Number shall be increased to a minimum of 35 and a Knockdown Recovery Factor of minimum 0.9. (The OA 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. This may include having measurements redone and documentation reproduced by another Naval Architect).

Further Requirements:

Boat holding a valid ORCi Certificate

A boat with a current, valid ORCi Certificate shall supply that certificate, including the Stability and Hydrostatics Datasheet accompanied by a completed Stability Declaration supplied by the Organising Authority.

Boat previously holding a valid ORCi Certificate

A boat without a current, valid ORCi Certificate but with a previously valid (but not current) such certificate shall supply its most recent previously valid (but not current) certificate, including the Stability and Hydrostatic Datasheet, accompanied by a completed Stability Declaration supplied by the Organising Authority.

Boat achieving ISO 12217-2 Design Category A

A boat using International Standard ISO 12217-2 Design Category A in the calculation of stability data:

- The hydrostatics and stability demonstrating the yacht's compliance with ISO Category A shall be derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source (ie an inclination test)
- Deck and other enclosed volume above the sheerline may be taken into account, in which case offsetting cockpit volume shall also be taken into account.
- Mass shall be taken as Minimum Operating Mass as defined by ISO 12217-2, paragraph 3.5.3.
- A GZ curve shall be submitted as part of the ISO statement.

In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with paragraphs 6.2.3, 6.3.1 and 6.4. Calculations shall be for the ballast condition that results in the most adverse result when considering each individual stability requirement. ISO 12217-2 Annex C, paragraph C.3.3, first sentence, the word 'may' is replaced with 'shall'. ISO 12217-2 Annex C, paragraph C.3.4 shall not be used in the calculation of righting lever.

All boats

Other than in the case of a boat that submits a current, valid ORCi 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.



Tara Blanc-Ramos
Sailing Manager
9 April 2021