ROLEX
SYDNEY HOBART
YACHT RACE 2020

2020 ROLEX SYDNEY HOBART YACHT RACE

NOTICE OF RACE

INCLUSIVE OF AMENDMENT 1 AND 2

SYDNEY, AUSTRALIA // 26 DEC 2020

CRUISING YACHT CLUB OF AUSTRALIA

ROLEX SYDNEY HOBART
YACHT RACE 2020
NOTICE OF RACE

Dear Fellow Sailors,

On behalf of the Cruising Yacht Club of Australia, it is my pleasure to invite owners and charterers of eligible boats to participate in the 76th Rolex Sydney Hobart Yacht Race starting at 1pm on 26 December 2020.

Following on from the success of the 75th race, which had a record live audience to see the 157 yachts start and reached more people around the world than ever before, this too is a special year.

In 1946, Jane Tate and Dagmar O'Brien respectively joined the *Active* and *Connella* crews and these women paved the way for the hundreds of female sailors who have since competed. So, in 2020 we are proud to celebrate the 75th anniversary of women entering the Great Race.

We are also excited to see the introduction of Two-Handed crews as part of the Rolex Sydney Hobart Yacht Race. This is an important evolution for both the race and the CYCA as we look to remain at the forefront of blue water sailing. Entry and team criteria will be outlined in this Notice of Race.

Both the Sydney and Hobart Race Villages provide an exciting meeting place for skippers, crew, families and friends with entertainment, race merchandise, local food, wine tastings and childrens' activities.

Please diarise the following key dates with further updates provided through regular Skippers newsletters, our website and via social media.

- **Friday 4 December** – Corporate Luncheon – CYCA Clubhouse
- **Tuesday 8 December** – Grinders Coffee SOLAS Big Boat Challenge – Sydney Harbour
- **Monday 14 December** – Commodore's Beer & Prawn night -Sydney Race Village - CYCA
- **Thursday 17 December** – Official RSHYR 2020 VIP & Skippers Launch function – Sydney Race Village – CYCA
- **Saturday 19 December** – Crew Party - CYCA Clubhouse
- **Saturday 26 December** – Family Day in the Sydney Race Village – an ideal location for your family and friends to watch the race start live on the large outdoor screen with plenty of activities for the whole family.
- **Sunday 27 December** – From noon, the Hobart Race Village opens with daily live music, food trucks, bar and Information Desk staffed by our finishing partner Royal Yacht Club of Tasmania. A great place for family and friends to await your arrival.
- **Thursday 31 December** - Prize Giving at the Grand Chancellor Hobart from 3pm
- **Thursday 31 December** - Watch the 9pm fireworks for younger family members and then see in the new decade with the midnight fireworks and live music all in the Hobart Race Village.

The Rolex Sydney Hobart Yacht Race website (http://rolexsydneyhobart.com) contains links to the online race entry, berthing, accommodation and travel information for visiting crews and their families.

We look forward to warmly welcoming you to our Clubhouse and Race Village at the Cruising Yacht Club of Australia, Sydney and to the Clubhouse of the Royal Yacht Club of Tasmania and our Race Village in Hobart.

Yours sincerely,

Paul Billingham

Commodore

Cruising Yacht Club of Australia

CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

Photo Credit Rolex/Studio Borlenghi

ROLEX SYDNEY HOBART
YACHT RACE 2020
NOTICE OF RACE

The Rolex Sydney Hobart Yacht Race 2020 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 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 Royal Yacht Club of Tasmania ("**RYCT**").

The naming rights sponsor is Rolex SA of Geneva.

1. THE RACE

1.1. The race is a 628 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 the Derwent River, Hobart, Tasmania. Details of the course will be included in the Sailing Instructions.

1.3. The warning signal will be at 1250 hours on 26 December 2020, with the starting signal at 1300 hours.

2. RULES

2.1. General

The race will be governed by the rules, as defined in *The Racing Rules of Sailing 2017-2020* ("**RRS**") of World Sailing, including;

(a) the IRC Rules 2020 Parts A, B and C;

(b) the ORC Rating System Rules 2020;

(c) the rules and regulations of each One Design Class that will be scored in the race; and

(d) the prescriptions and special regulations of Australian Sailing ("**AS Special Regulations**") (a copy of which may be found at http://www.rolexsydneyhobart.com/competitors/rrsspecial-regs/). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted.

2.2. Amendments

Amendments to this NoR will be published on the Official Notice Board. A notice of an amendment will also be sent to boats that have commenced the entry process.

2.3. Official Notice Board

Prior to the starting signal the Official Notice Board is located in the ground floor hallway of the CYCA and thereafter on the ground floor of the RYCT. Notices posted on the Official Notice Board may also be published on the race website and posted at the Hobart Race Village adjacent to Constitution Dock, Hobart.

2.4. Sailing Instructions

The Sailing Instructions will be issued at, and may be available prior to, the race briefing. The Sailing Instructions will also be published on the race website.

2.5. International Jury

The Organising Authority will appoint an International Jury in accordance with RRS Appendix N.

3. ELIGIBILITY

A boat must satisfy the following requirements in order to have its entry accepted:

3.1. Boat:

A boat shall:

(a) be single hulled;

(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 3.5.1) and not more than 19.90 metres if entered as a two-handed boat (NOR 3.5.2); 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.

(c) comply with AS Special Regulations Part 1 for Race Category 1.

The Organising Authority highlights the following AS Special Regulations:

(i) A boat must satisfy the stability criteria of the AS Special Regulations Part 1 Appendix B (extracts of which are included in Appendix B of this NoR);

(ii) A boat must be built in accordance with the AS Special Regulations Part 1, Section 3.03.

3.2. Insurance

The owner or charterer of a boat 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 such higher amount as the owner/charterer considers appropriate having regard to the size and type of boat, the number of crew and the conditions it may encounter during the race, or its equivalent in another currency). The insurance policy shall state that the boat is covered for the Rolex Sydney Hobart Yacht Race or that it is covered for yacht races of a length greater than 630 nautical miles.

3.3. Handicap Categories/Class

(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 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 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 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 ORCi certificate;
- Two-Handed PHS

(b) In addition to the Handicap Categories in NOR 3.3(a), a fully crewed boat (NOR 3.5.1) may enter one or more of the following:

(i) One Design Class Boats

A boat may only enter a One Design Class nominated by the Race Committee if the boat has a current, valid One Design Class Certificate for that class.

(ii) IRC Corinthian Boats

A boat may only enter the IRC Corinthian Handicap Category if the boat is entered in IRC (NoR 3.3(a)(i)) and all crew meet the requirements of the World Sailing Sailor Classification for Group 1 (see World Sailing Regulation 22) and have a World Sailing Sailor ID.

(iii) PHS Corinthian Boats

A boat may only enter the PHS Corinthian Handicap Category if the boat is entered in PHS (NOR 3.3 (a)(iii) and all crew meet the requirements of the World Sailing Sailor Classification for Group 1 (see World Sailing Regulation 22) and have a World Sailing Sailor ID.

(c) The Race Committee may create divisions within Handicap Categories and allocate boats to divisions within a Handicap Category at its sole discretion. The composition and allocation of boats into divisions shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

(d) The Race Committee's determination as to whether a One Design Class will be accepted is final and binding. Boats that wish to nominate a One Design Class should do so in writing

3.4. Qualifying Race or Ocean Passage

A boat shall after 26 June 2020 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:

- Noakes Sydney Gold Coast Yacht Race, New South Wales
- Cabbage Tree Island Race, New South Wales (in the Audi Centre Sydney Blue Water Pointscore)
- Newcastle Bass Island Yacht Race, New South Wales (in the Audi Centre Sydney Blue Water Pointscore)
- Maria Island Race, Tasmania
- Melbourne - Stanley Race, Victoria
- Haystack Race, South Australia
- Club Marine Brisbane to Keppel Tropical Yacht Race, Queensland
- Fremantle to Geraldton Yacht Race, Western Australia
- Hong Kong to Hainan Race, Hong Kong

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.

3.5. Crew

3.5.1 Fully Crewed boats

(a) A boat shall have a minimum of 5 crew.

(b) The minimum age of all crew is 18.

(c) At least **50%** of the crew shall have completed a Category 0 or Category 1 race or a passage that the Race Committee deems equivalent.

(d) At least **50%** of the crew shall hold a current certificate demonstrating that they have completed an Australian Sailing Safety and Sea Survival Course or a course that is named on the following webpage http://www.sailing.org/classesandequipment/offshore/sea_survival.php

(e) At least **two** crew members shall:

(i) be a practising medical practitioner; or

(ii) hold a current Senior First Aid (Apply First Aid/Provide First Aid) Certificate; or

(iii) hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.5(e)(ii).

(f) At least **two** crew members shall hold a Long-Range Marine Radio Operators Certificate of Proficiency (LROCP) issued by a relevant authority, or a higher qualification.

(g) It is recommended that the skipper or 2IC have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

3.5.2 Two-Handed Boats

(a) A boat shall have 2 crew.

(b) The minimum age of all crew is 18.

(c) At least one crew member shall have competed in a Category 2 or higher two-handed division or race in the last three years.

(d) Both crew members shall have completed a Category 1 race or passage that the Race Committee deems equivalent (fully crewed or two-handed)

(e) Both crew members shall have completed a minimum qualifying race or 24-hour passage two-handed (including overnight experience) together in the boat entered.

(f) Both crew members shall hold a current certificate demonstrating that they have completed an Australian Sailing Safety and Sea Survival Course or a course that is named on the following webpage http://www.sailing.org/classesandequipment/offshore/sea_survival.php

(g) Both crew members shall:

i. be a practising medical practitioner; or

ii. hold a current Senior First Aid (Apply First Aid/Provide First Aid) Certificate; or

iii. hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.5.2(g)(ii).

(h) Both crew members shall hold a Long-Range Marine Radio Operators Certificate of Proficiency (LROCP) issued by a relevant authority, or a higher qualification.

(i) It is recommended that the skipper or 2IC have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

3.6. Documentation and Fees

(a) **Initial Documentation - by 1700 hours on 29 October 2020**

No entries will be accepted after this date.

A boat shall complete the entry form (including the Conditions of Entry) through the online entry system - https://rolexsydneyhobart.com/competitors/online-race-entry/ - by 1700 hours on 29 October 2020. 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), including the CYCA Stability Declaration;

(ii) verification of hull construction standards (refer NoR 3.1(c)(ii));

(iii) declaration of Crew Experience (through the Crew List in the online entry) (refer NoR 3.5);

(iv) the existing Hull Identification number that is displayed on the boat (if any) (refer NoR 11); and

(v) 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 4 December 2020**

A boat shall then ensure that the Organising Authority receives the following by 1700 hours on 4 December 2020:

(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 (refer NoR 3.5);

(x) Medical Qualifications / First Aid Certificates (refer NoR 3.5);

(xi) Long-Range Marine Radio Operators Certificates of Proficiency

(LROCP) in Radio Telephony or acceptable higher qualification (refer NoR 3.5);

(xii) 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;

(xiii) Crew list to be completed through the online entry;

(xiv) AIS MOB Declaration as supplied by the Organising Authority,

(xv) For a boat entered in a Corinthian Handicap Category, a Crew Declaration Form including each crew members World Sailing Sailor ID number; and

(xvi) Disclaimer and acknowledgment of rights form, as supplied by the Organising Authority, signed by each crew member (NoR 16).

(xvii) Individual boat COVIDSafe Plan

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 4 December 2020**:

	CYCA Member	Not a CYCA Member
(i) Entry fee	A$1,315.00	A$1,545.00
(ii) PLUS the fee per crew member	A$63.75	A$75.00
(ii)PLUS the fee for each Handicap Category or One Design Class entered after the first entry under NoR 3.3(a)	A$106.25	A$125.00
(iv) PLUS an additional fee of $500 may be charged to boats that have not complied with the documentation and fee requirements by 20 December 2020.	A$500	A$500

A rebate of half the entry fee (c(i)) will be paid in January 2021 if all documentation and fees have been received and paid by 1700 hours on 4 December 2020 (in compliance with NoR 3.6(a) and 3.6(b).

Note:

- 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.

Other than the rebate, fees are non-refundable except under the condition that the race is unable to be conducted due to COVID-19 related restrictions. 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.

3.7. Briefings

A boat shall satisfy the following briefing requirements:

(a) Compulsory Race Briefing

A compulsory race briefing will be held on 24 December 2020 at 0900 hours 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 register and attend the whole of the race briefing. The two crew members shall lodge the race briefing declaration (https://cycaforms.seamlessdocs.com/f/RaceBrief2020) confirming attendance by 1700 hours on 24th December 2020.

(b) Compulsory Weather Briefing

A compulsory weather briefing will be held on 26 December 2020 at 0800 hours 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 register and attend the whole of the weather briefing. The two crew members shall lodge the race briefing declaration (https://cycaforms.seamlessdocs.com/f/WeatherBrief2020) confirming attendance by 1100 hours on 26th December 2020.

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

4.1. **The Race Committee will not accept** a change to a boat's IRC or ORCi certificate after 1900 hours on 18 December 2020 except as a result of a rating protest or to correct a rating office error.

4.2. **A boat shall promptly inform the Race Committee** of any change to documentation required in NoR 3.6(a) and (b).

4.3. **The Race Committee may** accept changes to documentation required in NoR 3.6(a) and (b) after the required lodgement date, subject to any conditions that the Race Committee may impose and the boat will not be eligible for the rebate referred to in NoR 3.6(c).

4.4 A boat's crew list may be changed after 4 December 2020 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.

5. DETERMINATION OF ELIGIBILITY

A decision of the Organising Authority or the Race Committee as to any matter under NoR 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 (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

6. SCORING

6.1. Overall Winner

The overall winner of the Rolex Sydney Hobart 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 Rolex Sydney Hobart 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, IRC Corinthian, 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 RATING SYSTEM RULES AND RRS AND ADDITIONS TO AS SPECIAL REGULATIONS

7.1. Changes to the IRC Rules

(a) IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

(b) IRC Rules 11.2 & 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker than shown on the boat's IRC Certificate without an increase of rating.

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

7.2. Changes to the ORCi Rating System Rules

(a) Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and a boat that is also entered in the IRC Handicap Category may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under the Australian Sailing prescription to IRC Rules 11.2 and 21.6.1.

(b) Rule 204: As approved by ORC, Rule 204 is modified to allow the use of autopilot for Two-Handed Boats.

7.3. Changes to the Racing Rules of Sailing

(a) Add the following to RRS 41:

(e) Whilst racing a boat may retrieve data from any page of the race website details of which are provided in the Sailing Instructions, even if that page is not publicly available. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customised for a particular boat or group of boats. A boat may however obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost.

(f) A boat may receive assistance in ensuring that satellite or cellular communication systems on board are able to transmit and receive data.

(b) RRS 44: Alternative penalties may be changed in the Sailing Instructions and may include different penalties for infringements just after the start compared to penalties for infringements in the rest of the race.

(c) RRS 51: Only those boats whose Rating Certificate(s) have been computed taking into consideration variable ballast are allowed to move this and only this ballast. All other moveable ballast shall be properly stowed.

(d) RRS 52: RRS 52 is changed for fully crewed boats (NOR 3.5.1) to: The rotation of a boat's rudder shall be adjusted and operated only by the power provided by the crew.

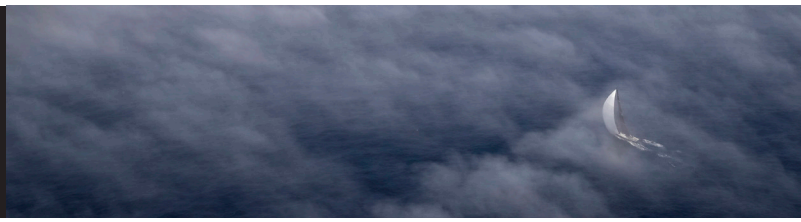
RRS 52 does not apply to a boat entered in a Two-Handed Handicap Category (NoR 3.5.2).

(e) RRS 61.3: There is no time limit on protests by the Race Committee or the International Jury.

(f) RRS 64.1: The International Jury may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule.

(g) RRS 78.2: A valid rating system or class certificate shall be produced by the due date specified (NoR 3.6(b)).

(h) RRS Appendix G: 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.



The Race Committee may include other changes to the RRS in the Sailing Instructions.

7.4. Additions to AS Special Regulations

Below are additional requirements to the AS Special Regulations:

(a) Special Regulation 3.24.5(c): The minimum amount of engine fuel that shall be carried at the start of the race shall be at least Litres = LWL(metres)/0.135.

(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 14 December and 23 December 2020: "This is boat name xxxxx RSHYR 2020". Boats not recorded as having sent such a text will not be eligible to start the race.

(c) Special Regulation 3.25.3(a): Able to transmit and receive on the standard distress frequencies of 4125, 6215, 8291 kHz as well as 4483kHz and 6516kHz

(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 1 December 2020 and 22 December 2020 on 4483kHz. Boats that have competed in the 2020 editions of the Cabbage Tree Island Race with radio communications deemed satisfactory by the Race Committee will be exempt from this. Boats not recorded as having an adequate radio signal strength will not be eligible to start the race.

(e) Special Regulation 4.09(a): An AIS Transponder shall be carried and be switched on, such that it is receiving and transmitting. The failure of any station to receive a signal from a boat's AIS Transponder shall not be subject to protest or grounds for redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

(f) Special Regulation 4.26: All boats shall demonstrate equipment or method by which crew may be assisted on aboard. AIS personal crew overboard beacons (AIS MOB) are recommended for fully crewed boats and mandatory for a boat

entered in a Two-Handed Category. When carried, numbers shall be provided in the AIS MOB declaration.

(g) Special Regulation 5.01.1(h): A lifejacket shall be worn by each member of the crew at, but not limited to, these times:

(i) When on deck between the hours of sunset and sunrise

(ii) When alone on deck

(iii) When on deck when the true wind speed is 25 knots or above

(iv) When on deck when visibility is less than 1 nautical mile.

(h) Special Regulation 5.01.5: Each inflatable lifejacket shall be checked and serviced at the intervals as prescribed by the manufacturer by an authorised servicing agent and documented evidence of that servicing submitted as part of the entry documentation.

(i) A boat entered in the Two-Handed Category shall be fitted with an autohelm.

8. PAPER CHARTS / BOOKS

A boat shall carry the charts (in paper form) and the books (in paper or electronic form) listed in Appendix A.

9. MEASUREMENT AND INSPECTION

9.1. A boat shall permit a representative of the Race Committee to conduct spot inspections, if so requested by the Race Committee. Spot checks may be carried out prior to the warning signal or after a boat finishes or retires.

9.2. The Race Committee may require re-measurement of any boat. If this is done separately to a protest or redress hearing, then the costs of such re-measurement shall be the responsibility of the boat.

10. MANDATORY REPORTING FROM GREEN CAPE

On approaching 37^{0} 15' South a boat shall assess and be satisfied that:

(a) its HF Radio is fully operational and fit for purpose;

(b) the required number of liferafts are on board;

(c) its engine and batteries are operational;

(d) the boat and its crew are in a satisfactory condition to continue; and

(e) the skipper has comprehensively considered the most current weather forecasts and considers that the boat and crew are fully prepared for the conditions forecast,

and make a report by radio to that effect.

If the boat does not make that report or cannot contact the required radio vessel or radio station the boat shall be recorded DNF without a hearing (amends RRS 63.1).

11. HULL IDENTIFICATION

The Race Committee will assign hull identification numbers to each boat. Boats shall display their assigned number as directed by the Race Committee (refer AS Special Regulations 3.28.2).

12. EVENT ADVERTISING

12.1. A boat shall display the sponsor's backstay flag from 0700 hours on 26 December 2020 until 1100 hours on 1 January 2021.

12.2. The Organising Authority requests that a boat displays the sponsor's event flag prior to leaving the dock on 26 December 2020 and on arrival to the finish dock after finishing.

12.3. The Organising Authority will supply a backstay flag and an event flag to each boat.

13. TRACKING DEVICES AND CAMERAS

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

13.2. A boat shall carry a camera or telemetry equipment if so required by the Organising Authority. The camera or equipment will be supplied by the Organising Authority.

14. GUEST

14.1. With the prior approval of the Race Committee, a boat may carry additional persons on board for up to three hours after the starting signal, for media purposes. That person shall not participate in the sailing of the boat. Such a person leaving the boat shall not be subject to protest or redress by a boat (amends RRS 47.2, 60.1 and 62.1(a) and RRS 63.1 shall not apply).

15. MEDIA RIGHTS AND RESTRICTIONS

15.1. The Organising Authority owns:

- all media rights to the Rolex Sydney Hobart Yacht Race; and
- all rights in and to any visual and audio material and any data taken or collected by or on behalf of the Organising Authority, or provided to it, in connection with the race.

The Organising Authority may exercise and exploit those rights as it sees fit.

15.2. The owner or charterer of the boat and all crew members shall 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 medium, the names, images, data and biographical information of the crew and still and moving images and audio recordings of the boat and its crew prior to, during and after the race.

15.3. A boat shall not use any form of positioning or telemetry system, other than that supplied or authorised by the Organising Authority, to post or broadcast the boat's position or other boat data to any media organisation or on any internet site or social media.

15.4. Crew members of a boat may speak to accredited members of any media organisation prior to, during and after the race, regarding the boat, the race and the prospects, performance or strategy of boats entered or participating in the race, subject to:

(a) any comments not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers, employees, volunteers and members, the Race Committee, the International Jury, measurers, Rolex SA or any other sponsor or supporter of the Organising Authority;

(b) no reference being made during such a commentary to boats in distress or wreckage sightings; and

(c) all information given being accurate (for example, no deliberately false sightings or positions may be reported).

15.5. 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:

(a) no such material being published in any medium during the period from 20 minutes prior to the warning signal to one hour after the starting signal;

(b) no such material being published which contains images of or refers to a boat in distress or wreckage without the prior approval of the Organising Authority; and

(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 7 January 2021 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.

15.6. The approvals in NoR 15.4 and 15.5 may be revoked by the Organising Authority at any time with respect to any boat or any accredited media.

15.7. A boat may during its race use a drone flown from and recovered by the boat in accordance with the Sailing Instructions.

15.8. Sydney Hobart Yacht Race® is a registered trademark owned by 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.

16. DISCLAIMER

16.1. All those taking part in the race do so at their own risk and responsibility. Crew members shall acknowledge this, release the Organising Authority, Rolex SA and any other sponsor of the Rolex Sydney Hobart Yacht Race and their respective officers, employees, volunteers and members, from all liability and grant the rights referred to in NoR 15.2 by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Authority.

16.2. **Specific attention is drawn to RRS Fundamental Rule 4 (Decision to race), which states:** "*The responsibility for a boat's decision to participate in a race or to continue racing is hers alone*".

16.3. Attention is also drawn to RRS Fundamental Rule 6 (Betting and Anti-Corruption).

16.4 By taking part in this race each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with CYCA COVID-19 protocols and New South Wales and Tasmanian Government's COVID-19 regulations or requirements.

17. PRIZES / TROPHIES

17.1. Trophies and prizes will be awarded as appropriate to the number of Handicap Categories and Divisions.

17.2 A list of the perpetual trophies can be found on the race website at https://rolexsydneyhobart.com/about-the-race/trophies/.

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

17.4 The overall winner will be announced at a dockside presentation. Details will be provided at a later date.

17.5 The formal trophy presentation will be held at 3pm on 31 December at the Hotel Grand Chancellor, Hobart, unless otherwise advised.

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Appendix A – PAPER CHARTS

Charts

- **Aus 808** - To Jervis Bay
- **Aus 807** - To Montague Island
- **Aus 806** - To Gabo Island
- **Aus 805** - Point Hicks to Cape Howe
- **Aus 487** - Bass Strait
- **Aus 4643** - Australia East Coast – Cape Howe to Cape Moreton
- **Aus 4644** - Southern Ocean – Cape Otway to Cape Howe including Tasmania
- **Aus 766** - Mistaken Cape to Wardlaws Point
- **Aus 767** - Wardlaws Point to Eddystone Point
- **Aus 797 -** Tasman Island to Mistaken Cape
- **Aus 796** - Tasman Head to Cape Frederick Hendrick

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

Books

- "Cruising Tasmania" by J Brettingham-Moore or Tasmanian Anchorage Guide by the Royal Yacht Club of Tasmania.

Appendix B - Stability Requirements (relevant parts copied from AS Special Regulations)

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 invalidation 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.

All boats - resistance to capsize

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 (The OA may elect to obtain technical advice as to a boats 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).

Boat holding, valid ORCi Certificate

A boat with a current, valid ORCi Certificate shall supply that certificate, including the Stability and Hydrostatics Datasheet.

Boat previously holding 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, 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. Special Regulations Appendix B 3.3 shall apply.

Boat achieving ISO 12217-2 Design Category A

A boat with a current, valid certificate demonstrating that it achieves International Standard ISO 12217-2 Design Category A with a STIX value increased to a minimum of 35 shall supply that certificate.

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.

Boats with movable or variable ballast

Boat achieving stability by ISO 12217-2 Design Category A

A boat with movable or variable ballast shall provide evidence that it achieves not less than 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. Special Regulations Appendix B 7.2.3 shall apply.

Boat achieving stability by ORCi Certificate

A boat with movable or variable ballast shall provide evidence that it achieves not less than a Ballast Leeward Recovery Index of 0.9. Special Regulations Appendix B 7.1.1 shall apply.

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.

ROLEX SYDNEY HOBART
YACHT RACE

ROLEX TP52
WORLD CHAMPIONSHIP

ROLEX GIRAGLIA

MAXI YACHT ROLEX CUP

ROLEX FASTNET RACE

ROLEX AND YACHTING

The storied tradition between Rolex and yachting began with the New York Yacht Club in 1958. Over the years, the partnership has grown, upholding the most celebrated offshore races and classic regattas. The relationship continues to deepen, supporting fearless crews with their flawless teamwork, and the technology that moves the sport of yachting into the 21st century. Now and in the future, Rolex is and will be a part of the challenge of the seas.

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