



ROLEX SYDNEY HOBART YACHT RACE 2024

NOTICE OF RACE

SYDNEY, AUSTRALIA // 26 DECEMBER 2024



ROLEX SYDNEY HOBART YACHT RACE 2024 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 Rolex Sydney Hobart Yacht Race starting at 1pm on 26 December 2024.

The Club is incredibly excited to conduct another edition of this blue water classic and this year as we have made some significant changes to our race, one in particular aims to foster participation and increase diversity across our sport. We have amended the IRC Rating Crew Rules, encouraging female and youth sailors participation in the Great Race.

We have an exciting schedule of events in the lead up to the RSHYR and we welcome competitors to our Club and the Sydney Race Village throughout December.

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 children's activities.

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

- **Friday 6 December** - Cabbage Tree Island Race (Audi Centre Sydney Blue Water Pointscore)
- **Friday 6** - Tuesday 10 December - Australian Maxi Championship
- **Tuesday 10 December** - SOLAS Big Boat Challenge - Sydney Harbour
- **Friday 13 - Sunday 15 December** - Sydney Hobart Classic Yacht Regatta
- **Monday 16 December** - Commodore's Beer & Prawn Night - Sydney Race Village (CYCA)
- **Wednesday 18 December** - Women in Sailing Cocktail Party - Sydney Race Village (CYCA)
- **Friday 20 December** - Official RSHYR 2024 VIP & Skippers Launch function - Sydney Race Village (CYCA)
- **Sunday 22 December** - Crew Party - CYCA Clubhouse
- **Thursday 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.
- **Friday 27 December** - From noon, the Hobart Race Village opens with daily live music, Q&As on stage, food trucks, a 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.
- **Tuesday 31 December** - Prizegiving at the Hotel Grand Chancellor Hobart at 3pm.
- **Tuesday 31 December** - Watch the 9pm fireworks for younger family members and then see in the new year with the midnight fireworks and live music, all in the Hobart Race Village.

The Rolex Sydney Hobart Yacht Race website (<https://rolexydneyhobart.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.

Arthur Lane
Commodore
Cruising Yacht Club of Australia



CRUISING YACHT CLUB OF AUSTRALIA
Home of the Rolex Sydney Hobart Yacht Race

ROLEX SYDNEY HOBART YACHT RACE 2024 NOTICE OF RACE



The Rolex Sydney Hobart Yacht Race 2024 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 2024, 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 2021-2024* (“**RRS**”) of World Sailing, including;

- (a) the IRC Rules 2024 Parts A, B and C;
- (b) the rules and regulations of each One Design Class that will be scored in the race; and
- (c) the prescriptions and special regulations of Australian Sailing (“**AS Special Regulations**”) (a copy of which may be found at <http://www.rolexsydneyhobart.com/competitors/rssspecial-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 on the ground floor 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") 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 double 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.

The Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied with regard to verification of stability, verification of construction and keel inspections, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.



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 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 or calculated by a Naval Architect (dispensation from weighing may be granted by the Race Committee if the boat weight is prohibitive of doing so).

A double handed boat (NOR 3.5.2) 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 or calculated by a Naval Architect (dispensation from weighing may be granted by the Race Committee if the boat weight is prohibitive of doing so);
- limits the output of the auto pilot to the rotation of the boat's stern rudder(s).

All boats may additionally hold a secondary valid Endorsed IRC Certificate (refer IRC Rule 8.2.1). Owners shall declare to the Organising Authority via email (sailingoffice@cyca.com.au) which of the primary or secondary certificate will be used prior to the rating deadline (NoR 4.1). If a boat does not declare which certificate by the deadline, the primary certificate will be used.

(ii) Performance Handicap (PHS) Boats

A fully crewed boat (NOR 3.5.1) that does not enter the IRC Handicap Category shall enter the Performance Handicap Category.

A double handed boat (NOR 3.5.2) that does not enter the IRC Handicap Category or does not have an auto pilot limited to the rotation only of the boat's stern rudder(s) shall enter the Performance Handicap Category.

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- (b) In addition to the Handicap Categories in NOR 3.3(a), a boat 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 Categorization Code 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 all crew meet the requirements of the World Sailing Sailor Categorization Code 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 (this changes 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 2024 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)
- Tollgate Islands Race, New South Wales (in the Audi Centre Sydney Blue Water Pointscore)
- Maria Island Race, Tasmania
- Melbourne to Devonport Race, Victoria
- Haystack Race, South Australia
- Brisbane to Keppel Tropical Yacht Race, Queensland
- The Yacht Sales Co. Brisbane to Hamilton Island Yacht Race, Queensland
- GCCM Gold Coast Mackay 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. The log should include confirmation of logging on and off with the local Marine Rescue unit.

A boat completing a qualifying passage should meet the safety and crew qualification requirements of this Notice of Race prior to completing their qualifying passage. It is strongly recommended that a boat organise a shore contact and determine a communication schedule for the duration of the passage. Prior to the start of the qualifying passage, crew should ensure they have a thorough understanding of the storage location, retrieval and use of safety equipment on the boat sailed for the passage.

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 1 or higher 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 an equivalent as noted on the following webpage <https://www.sailingresources.org.au/training/sss-rpl/>. It is recommended all crew hold a current certificate demonstrating they have completed an Australian SSSC or equivalent.



- (e) At least two crew members shall:
 - (i) be a practising medical practitioner; or
 - (ii) hold a current Provide First Aid Certificate; or
 - (iii) hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.5.1 (e)(ii).
- (f) At least two crew members shall hold a Short-Range Marine Radio Operators Certificate of Proficiency (SROCP) issued by a relevant authority, or a higher qualification.

3.5.2 Double 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 double 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 double handed)
- (e) Both crew members shall have completed a minimum qualifying race or 24-hour passage double 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 an equivalent as noted on the following webpage
<https://www.sailingresources.org.au/training/sss-rpl/>.
- (g) Both crew members shall:
 - (i) be a practising medical practitioner; or
 - (ii) hold a current 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 Short-Range Marine Radio Operators Certificate of Proficiency (SROCP) issued by a relevant authority, or a higher qualification.





**NO ENTRIES WILL
BE ACCEPTED
AFTER THIS DATE.**

3.6. Documentation and Fees

(a) Initial Documentation - by 1700 hours on 25 October 2024

A boat shall complete the entry form (including the Conditions of Entry) through the online entry system - <http://rolexsydneyhobart.com/competitors/online-race-entry/> - by 1700 hours on 25 October 2024. 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) current 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 3.5).
- (v) for double handed boat (NoR 3.5.2), the double handed crew experience declaration as supplied by the Organising Authority;
- (vi) 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 29 November 2024

A boat shall then ensure that the Organising Authority receives the following by 1700 hours on 29 November 2024:

- (i) Audited AS Special Regulations Equipment Audit Form for Category 1.
Note: **CYCA requires all audits be dated after 30 June 2024.**
- (ii) Inflatable lifejacket service certificates (AS Special Regulations 5.01.5 as supplemented by NoR 7.3(f));
- (iii) Life Raft Inspection Certificate(s) (AS Special Regulations 4.19.4(b));
- (iv) CYCA Radio Inspection Certificate (AS Special Regulation 3.25.4 as supplemented by NoR 7.3(c));
- (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) Short-Range Marine Radio Operators Certificates of Proficiency (SROCP) 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) For a boat entered in a Corinthian Handicap Category, a Crew Declaration Form including each crew members World Sailing Sailor ID number; and
- (xv) Disclaimer and acknowledgment of rights form, as supplied by the Organising Authority, signed by each crew member (NoR 15).

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 29 November 2024**:

(i) Entry Fee

Length Overall (m)	\$/metre LOA (CYCA Member)	\$/metre LOA (not a CYCA Member)
9.00 - 11.89	A\$140	A\$155
11.90 - 15.29	A\$144	A\$160
15.30 - 18.29	A\$149	A\$165
18.30 - 23.09	A\$153	A\$170
23.10 - 30.48	A\$158	A\$175

(ii) Additional Fee

An additional fee of A\$550 may be charged to boats that have not complied with the documentation and fee requirements by 20 December 2024.

(iii) A rebate of \$300 will be paid in January 2025 if all documentation and fees have been received and paid by 1700 hours on 29 November 2024 (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.

(d) A boat that withdraws prior to 1700 hours on 29 November 2024 that has paid the fees (3.6(c)) will be eligible for a full refund. A boat that withdraws between 30 November 2024 and 1700 hours 20 December 2024 that has paid the fees will be eligible for a refund, less an administrative fee of A\$550. Any withdrawal after this date will not be eligible for a refund.

(e) The Organising Authority may accept a request for an existing entry to replace the boat entered after the entry deadline (NoR 3.6 (a)) in the instance that the entered boat cannot be raced due to unintentional damage that cannot practically be repaired prior to the race, or otherwise due to circumstances beyond the control of the person or entity who entered the race. In deciding whether or not to accept such a request, the Organising Authority may require additional information or actions from the entry (such as a report from a Naval Architect). If such a request is accepted, deadlines detailed in the Notice of Race may be amended for the particular request. The Organising Authority has an absolute discretion to accept such a request and the decision of the Organising Authority in this regard is final and binding and will not be grounds for a request for redress or protest (this changes RRS 60.1 and 62.1(a)).

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

Compulsory race briefings will be held on 24 December 2024 at the CYCA at:

- (i) 0900 hours for boats whose race name starts with A to K (unless attendance at the 1100 hours race briefing is approved by the Race Committee)
- (ii) 1100 hours for boats whose race name starts with L to Z (unless attendance at the 0900 hours race briefing is approved by the Race Committee).

The 0900 hours race briefing will also be available 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 register and attend the whole of the race briefing. The two crew members shall lodge the race briefing declaration (<https://cycaforms.seamlessdocs.com/f/RSHYRRaceBrief24>) confirming attendance by 1700 hours on 24 December 2024.

(b) Compulsory Weather Briefing

A compulsory weather briefing will be held on 26 December 2024 at 0800 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 register and attend the whole of the weather briefing. The two crew members shall lodge the race briefing declaration (<https://cycaforms.seamlessdocs.com/f/RSHYRWeatherBrief2024>) confirming attendance by 1100 hours on 26 December 2024.

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





4. CHANGES TO SUPPLIED DOCUMENTATION

- 4.1. The Race Committee will not accept a change to a boat's IRC certificate or a change in declaration for a primary or secondary IRC Certificate after 1900 hours on 13 December 2024 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 29 November 2024 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 (this changes 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 boat 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. No boat will be scored only for line honours. The Line Honours winner of the Rolex Sydney Hobart Yacht Race will be the boat 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) Boats 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 category, respectively, and other boats shall be ranked accordingly.

6.5 **IRC** (IRC Handicap Category, 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 **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 (this changes 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.

6.7 **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.

6.8 **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. A boat that uses a replacement mainsail shall lodge a declaration stating the reason for its use and may be required to make the damaged mainsail available for inspection by the Race Committee. Details for the Race Declaration will be included in the Sailing Instructions.
- (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 headsail and/or one more spinnaker than shown on the boat's IRC Certificate without an increase of rating.
- (c) IRC Rule 15.1 is deleted. Refer NOR 7.2(d)
- (d) IRC Rule 15.2 (d) is amended to: A fully crewed boat (NOR 3.5.1) shall not use stored power for steering.
- (e) IRC rule 22.4.1 (crew number) & IRC rule 22.4.2 (crew weight) is changed only when a boat's crew includes a minimum of two female crew members, two youth crew members (under the age of 23 years on the day of the start of the race), or one female and one youth crew member.

When a boat satisfies at least one of these requirements, the change is: (1) Boats rated as one-designs, as noted on the boat's certificate, may carry one person more than the crew number printed on the certificate; and (2) The crew weight shall not exceed 85kg multiplied by one more than the Crew Number printed on the certificate.

7.2. 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 double handed boat (NoR 3.5.2).
- (e) RRS 61.3: There is no time limit on protests by the Race Committee, the Technical Committee or the International Jury.
- (f) RRS 64.2: 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.

7.3. 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: A boat shall carry a satellite phone on board (refer SR 3.25.1(a)(ii)). Satellite phone will be the primary means of communication. A boat shall additionally have access to email and WhatsApp for the duration of the race.

A boat shall be recorded as having sent a text message from the boat Satphone to Race Control on +61 408 566 696 between 16 December and 23 December 2024: "This is boat name xxxxx RSHYR 2024". Boats not recorded as having sent such a text will not be eligible to start the race.

- (c) Special Regulation 3.25.4(d): 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 VHF radio and satellite phone.
- (d) Special Regulation 3.29.1: An AIS Transponder (with current vessel details) shall be carried and be switched on, such that it is receiving and transmitting at regular intervals (no less than 5 minutes) for the duration of the race. 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 (this changes RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).





- (e) 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.
- (f) 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.
- (g) A double handed boat shall be fitted with an auto pilot.
- (h) Special Regulation 4.04: all fire extinguishers shall be checked and serviced annually by an authorised servicing agent.
- (i) Special Regulation 4.07.4(b): A boat using a modular kit in accordance with Appendix D of the Australian Sailing Special Regulations shall carry the offshore kit. At least one member of the crew shall hold an Advanced First Aid Certificate, or a First Aid Qualification the Race Committee deems equivalent.

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

8. PAPER CHARTS / BOOKS

A boat shall carry the charts (refer AS Special Regulation 4.10) 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 OA will appoint a Technical Committee to oversee compliance with IRC Rating Rules. A boat shall permit a member of the Technical Committee to review the boat's rating certificate, including taking measurements, if requested.
- 9.3. 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.
- 9.4. Protests concerning a boat's compliance with the rating rule and/or class rules shall be lodged at the CYCA Sailing Office no later than 1700hrs on Monday 16 December 2024.

10. MANDATORY REPORTING FROM GREEN CAPE

- 10.1 On approaching 37° 15' South a boat shall assess and be satisfied that:
 - (a) its satellite phone 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;



- (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
- (f) A double handed boat (NoR 3.5.2) shall also assess whether its auto pilot is fully operational and fit for purpose,

and make a report by satellite phone call to Hobart Race Control to that effect.

- 10.2 If the boat does not meet the reporting requirements of NoR 10 the boat shall be recorded DNF without a hearing (this changes RRS 63.1).

11. EVENT ADVERTISING

- 11.1. A boat shall display the sponsor's backstay flag at a height of 2 metres from the working deck on the backstay or port/starboard mizzen shroud of each boat from 0700 hours on 26 December 2024 until 1500 hours on 31 December 2024 or until such time the boat finishes if after 1500 hours on 31 December 2024.
- 11.2. The Organising Authority requests that a boat displays the sponsor's event flag (Battle Flag) from 0900 hours on 24 December 2024 until 1100 hours on 1 January 2025, except whilst the boat is racing.
- 11.3. The Organising Authority will supply a backstay flag and an event flag to each boat.
- 11.4. A boat may not protest another for an alleged breach of NoR 11 (this changes RRS 60.1).

12. TRACKING DEVICES AND CAMERAS

- 12.1. A boat shall carry a tracking device if so required by the Organising Authority. The device will be supplied by the Organising Authority. Once supplied, the tracking device becomes the responsibility of the Owner. Loss, damage or failure to return the tracking device will incur a £650 charge (to be charged in AUD at the exchange rate at the time). 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.
- 12.2. 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.

13. GUEST

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 (this changes RRS 47.2, 60.1 and 62.1(a) and RRS 63.1 shall not apply).

14. MEDIA RIGHTS AND RESTRICTIONS

- 14.1. 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.

- 14.2. 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.
- 14.3. 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.
- 14.4. 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).
- 14.5. 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 6 January 2025 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.





- 14.6. The approvals in NoR 14.4 and 14.5 may be revoked by the Organising Authority at any time with respect to any boat or any accredited media.
- 14.7. A boat may during its race use a drone flown from and recovered by the boat in accordance with the Sailing Instructions.
- 14.8. 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.

15. DISCLAIMER

- 15.1. 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 14.2 by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Authority.

- 15.2. Specific attention is drawn to RRS Fundamental Rule 3 (Decision to race), which states:

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

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

16. PRIZES / TROPHIES

- 16.1. Trophies and prizes will be awarded as appropriate to the number of Handicap Categories and Divisions.
- 16.2. A list of the perpetual trophies can be found on the race website at <http://rolexsydneyhobart.com/about-the-race/trophies/>.
- 16.3. The line honours trophy will be presented to the line honours boat on arrival at Constitution Dock in Hobart.
- 16.4. The overall winner will be announced at a dockside presentation. Details will be provided at a later date.
- 16.5. The formal trophy presentation will be held at 3pm on 31 December at the Hotel Grand Chancellor, Hobart, unless otherwise advised.

Contact Details

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Appendix A -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 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 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) shall 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 Recovery Index of minimum 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 current, 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 as 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. Special Regulations Appendix B 3.3 shall apply.

Previously valid, but not current certificates used for the purposes of verification of stability must be issued in within 5 years of the race.

Boat achieving 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

The Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied with regard to verification of stability, verification of construction and keel inspections, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.



SINCE 1945, AN AUSTRALIAN YACHTING RITUAL

One of sailing's toughest challenges. A punishing test of physical endurance, mental resilience and tactical judgement. On 26 December each year, a diverse international fleet is led out of the famous Sydney Harbour by the giant maxis and their professional crews, followed by smaller Corinthian craft. Ahead of them, a 628-nautical-mile (1,163 km) odyssey down Australia's east coast. A unique camaraderie ensures competitors benefit from the knowledge of more experienced ocean racers, all united in their quest for excellence down this often wild stretch of sea. **Welcome to the Rolex Sydney Hobart Yacht Race.**

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