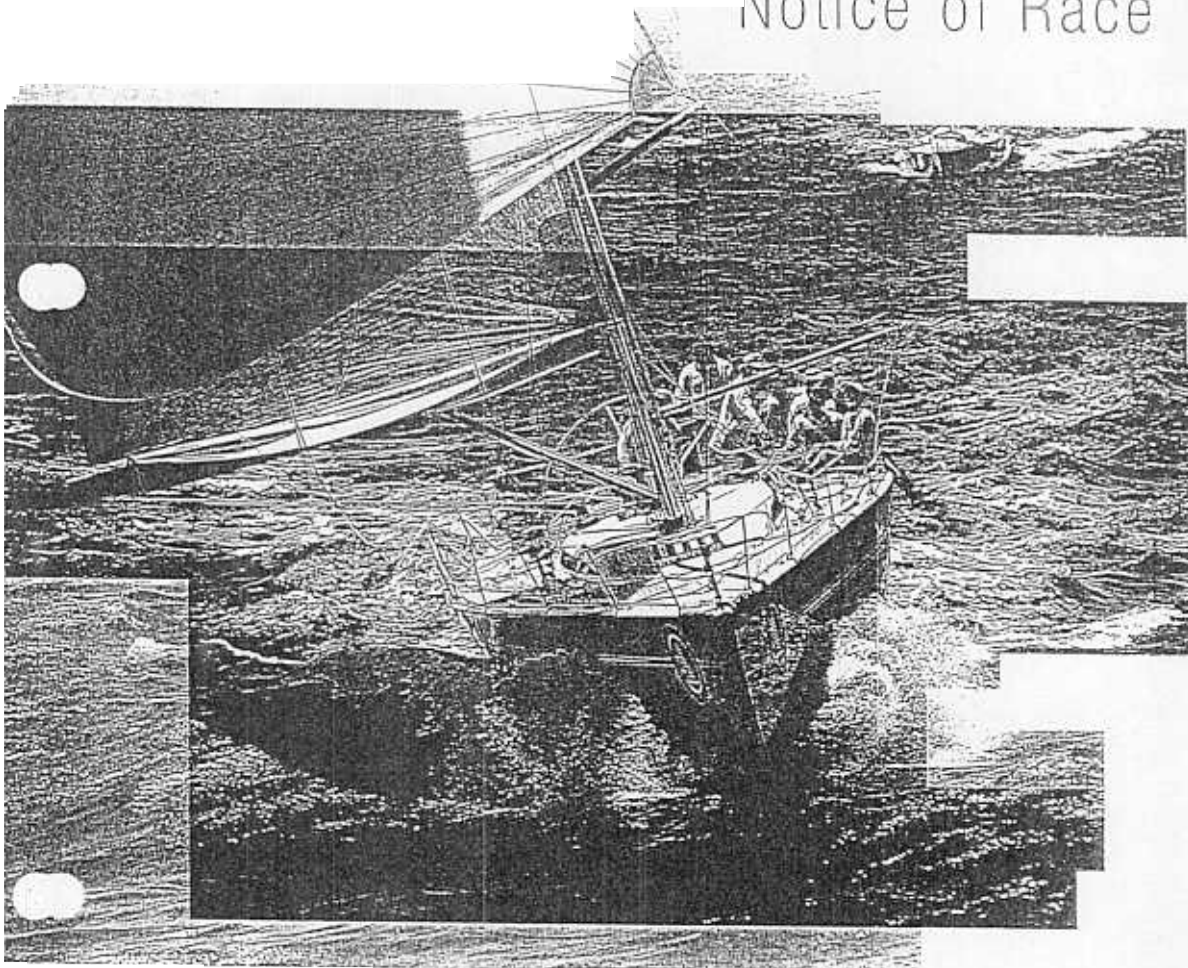


# **APPENDIX 6**

**1998 SHYR Notice of Race**

Notice of Race 1998



es a **Sydney Hobart** Yach Race  
**Telstra Cup**  
C u s n g Yach C b o Aust a a

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# **Notice of Race**

for

## **The 54th Sydney to Hobart Yacht Race**

### **The 3rd Annual Telstra Cup Series Individual Entries**

**1998**

**Proudly Sponsored by**

**Telstra**

**Conducted by the  
Cruising Yacht Club of Australia**

**With the cooperation  
of the Royal Yacht Club of Tasmania  
for the Sydney-Hobart Race**

## NOTICE OF RACE & SERIES

### INVITATION

- 1.1 **THE 54TH SYDNEY HOBART YACHT RACE**  
Individual eligible yachts are invited to apply for entry in the 1998 54th Sydney-Hobart Yacht Race on the relevant conditions of this Notice of Race.
- 2 **3RD TELSTRA CUP SERIES**  
Individual eligible yachts are invited to apply for an entry in the 3rd Telstra Cup Series on the relevant conditions of this Notice of Regatta.
- 1.3 The race and series will be organised and conducted by the Cruising Yacht Club of Australia (CYCA) in accordance with this Notice of Race.
- 1.4 Races will be conducted on the waters of the Tasman Sea and Sydney Harbour.
- .5 The Sydney-Hobart Yacht Race is separate and independent of the other series. The Telstra Cup will comprise races 1 to 7.

### 2.0 RULES

- 2.1 The race and series will be governed by the Racing Rules of Sailing (RRS) of the ISAF, the prescriptions and safety regulations of the Australian Yachting Federation (AYF), except that between 2030 Hours and 0530 hours the International Regulations for Preventing Collisions at Sea shall replace the rules of RRS Part 2, the IMS rules and regulations and the sailing instructions.
- 2.2 A yacht by making application for entry in the race or series acknowledges that it agrees to comply with the various terms of this Notice, Application and Entry Forms and the Sailing Instructions.

A condition in this Notice of Race applies to the Sydney-Hobart Yacht Race and the Telstra Cup unless otherwise expressly limited.

#### **Sydney-Hobart Yacht Race**

- (a) A yacht shall comply with Addendum A AYF Special Regulations Category 1.
- (b) The Crew shall be not less than 6 persons of at least 18 years of age and 3 of whom shall have offshore experience acceptable to the Race Committee as disclosed in the Application.

#### **Telstra Cup**

- (a) A yacht shall comply with Addendum A AYF Special Regulations Category 4.

(b) The Crew shall be not less than 6 persons of at least 18 years of age and 3 of whom shall have offshore experience acceptable to the Race Committee.

2.5.1 International Applicants will be provided with a copy of the AYF prescriptions and regulations on request. These regulations vary a little from the ORC special regulations.

2.5.2 Where Australian standards for safety equipment are specified in the AYF regulations overseas visiting yachts with equipment branded with a recognised international standard marking will be accepted.

### **3.0 SCHEDULE OF RACES & COURSES**

#### **3.1 The Sydney-Hobart Yacht Race**

December 26 1998, warning signal 1250 hours.  
627 nautical mile Ocean Race.

#### **The Telstra Cup**

16/12/97	Races 1 & 2	Offshore Windward / Leeward ( 12 n.miles)
17/12/97	Races 3 & 4	Inshore Harbour (11 n. miles)
19/12/97	Races 5 & 6	Offshore Windward / Leeward ( 12 n.miles)
20/12/97	Race 7	Offshore Triangle (20 n. miles)

3.3 Races 1 to 7 . The warning signal for the first race of the day will be signalled at 1150 hours. The Warning Signal for the second race scheduled for a day will be signalled as soon as practical after the completion of the preceding race.

3.4 All distances quoted are approximate only.

The Race Committee reserves the right to change the schedule of Races and Course Types, outlined in NOR 3.2. Changes to the schedule will be posted on the official Notice Board in accordance with RRS 88.2 and the Sailing Instructions, no later than 2000hrs on the day prior to when the changes are to take effect.

3.6 All races completed will constitute the series and there will be no discards.

### **4.0 APPLICATIONS FOR ENTRY & ENTRY FORMS**

4.1 Applications for Entry for the Sydney-Hobart Yacht Race and Entry for the Telstra Cup should be made on the attached Forms.

**4.2 APPLICATIONS FOR THE SYDNEY-HOBART MUST BE RECEIVED BY 1700 HOURS ON NOVEMBER 2, 1998.**

On acceptance of an Application by the Race Committee, an Entry Form will be forwarded to the applicant and Entries must be received by 1700 hours on November 27, 1998. Entries must be accompanied by a valid Category 1 Safety Certificate and a Radio Inspection Certificate.

4.3.2 Telstra Cup Entries must be received by 1700 hours on December 11, 1998.

Late Entries for the race and series may be accepted at the discretion of the Race Committee.

The appropriate Late Entry Fee shall accompany a Late Entry.

Entries which are not accompanied by the required documents and fees by the due dates will be accepted as Late Entries and will attract a Late Entry fee.

An Entry may be rejected by the Race Committee for non compliance with the conditions of this Notice of Race. RRS 76.1 refers.

## 5.0 RACE FEES

5.1 The following Entry Fees shall be paid and are not refundable.

### Sydney Hobart Yacht Race:-

Boats carrying advertising in accordance with RRS Appendix G Category A	\$ 750.00
Late Entry Fee	1,000.00

Boats carrying advertising in accordance with RRS Appendix G Category B	\$ 1,100.00
Late Entry Fee	1,100.00

Boats carrying advertising in accordance with RRS Appendix G Cat. C	\$2,000.00
Late Entry Fee	\$ 2,000.00

### Telstra Cup Series:-

Entry Fee	\$ 400.00
Late Entry Fee	400.00

## 6.0 ELIGIBILITY & HANDICAP

### 6.1 Sydney-Hobart Yacht Race

All competitors shall meet the requirements of Appendix K ISAF.

Yachts must be single hull, self righting, and be on the register of a yacht club affiliated with its National Authority.

6.1.2 The Sydney-Hobart Yacht Race will be conducted under two separate Handicap Systems IMS and PHS, subject to sufficient entries being received to constitute a Division. Where less than 10 entries are received for a Handicap Category the Race Committee reserves the right to reallocate those yachts into another Category.

6.1.3 Special Class Divisions may be established at the absolute discretion of the Race Committee, provided that:

- (i) There are five (5) or more entries of the same Class or type.
- (ii) It can be demonstrated that the Class or type meets or exceeds the Stability and Safety requirements for IMS and PHS Categories. Special Class / Divisions are not eligible for traditional trophies or race records and shall sail a longer course as per the Sailing Instructions.

6.1.4 **For IMS Category**, yachts shall:

- a) Hold a current valid IMS Rating and Accommodation Certificate and unless specifically amended or excluded in this Notice of Race or the Sailing Instructions comply with all of Part 2 Limits and Exclusions of the 1998 IMS Regulations.
- b) Have an ILC Weighted Average value not less than the ILC Limit Value specified in the ILC Maxi Class Rule.
- c) Comply with the Minimum Stability Index for ORC Race Category 1 events (IMS Reg 201 refers).
- d) Have an overall length (LOA) not less than 9.0 metres and a Waterline Length (LWL) not less than 7.3 metres.

6.1.5 **For PHS Category**, yachts shall:

- a) Have a minimum LOA of 9.0 metres and LWL of 7.3 metres.
- b) Have an ILC Weighted Average value not less than the ILC Limit value specified in the ILC Maxi Class Rule.
- c) Comply with the Minimum Stability Index for ORC Race Category events (IMS Reg 201 refers).

6.1.6 An owner who does not have a valid IMS certificate to verify the yacht's conformance with 6.1.5(c) may seek relief from this provision by providing the Race Committee, no later than the time limits set out in 4.3 with:

- a) Information from a qualified naval architect which clearly shows that the righting arm of the yacht, when allowed to free trim, should exceed 150mm at 90 degrees of heel.

- b) Documentation from a marine authority such as a State Harbour Board that the yacht has been approved and licensed for charter work. (NSW Survey 2C).
- c) Other information which clearly demonstrates that the yacht meets the requirement of the rule. The Race Committee will be the sole judge as to the acceptability of such information.

#### 6.1.7 GRANDFATHERING

Yachts which have been accepted for entry into a previous Sydney-Hobart Race, which do not comply with the stability requirements of 6.1.4 (c) for IMS yachts or 6.1.5 (c) for PHS yachts but have a Stability Index greater than  $110^0$  may be eligible for entry provided no structural or ballast alterations have been made that would reduce the yachts stability. The Race Committee will be the sole judge as to the eligibility of a yacht subject to this notice. Amends IMS Reg 201

#### 6.1.8 ABS Approved Plans

Yachts shall be built in accordance with RRS Addendum A Part 1 Section 3.1.1.

#### 6.2 Telstra Cup

Yachts shall be self-righting, single hull vessels and be on the register of a Yacht Club affiliated with its National Authority.

##### 6.2.2 For IMS Categories, yachts shall:

- (a) Hold a current valid IMS Rating and Accommodation Certificate and unless specifically amended or excluded in this Notice of Race or the Sailing Instructions comply with all of Part 2 Limits and Exclusions of the 1998 IMS Regulations.
- (b) Comply with the Minimum Stability Index for ORC Race Category 4 events (IMS Reg 201 refers).
- (c) Have an ILC Weighted Average value not less than the ILC Limit value specified in the ILC Maxi Class Rule.
- (d) Have an overall length (LOA) not less than 9.0 metres and a Waterline Length (LWL) not less than 7.3 metres.
- (e) Crew Weight Limit. IMS Regulation 204 will apply.

##### For PHS Category

- (a) Yachts shall have a minimum LOA of 9.0 metres and maximum LOA of 26.0 metres.



- (b) These yachts must have a Stability Index or Limit of Positive Stability (whichever is greater) of not less than  $103^0$ .

#### 6.2.4 For JOG Super 30 Category

- (a) Yachts shall have a minimum LOA of 9.0 metres and a minimum LWL of 7.3 metres.
- (b) Hold a current and valid JOG Rating Certificate with a Rating of not less than 0.7850.

## 7.0 ADVERTISING

- 7.1 Advertising complying with RRS Appendix G, Advertising Category C may be carried and limited to advertisements which in the opinion of the Race Committee do not conflict with the race and series sponsor or government regulations.

A yacht shall carry the event sponsor's advertising in accordance with RRS Appendix G, category A, G 3.1 (f) and G 4.2 (a) as directed by the Race Committee. Bow Decals may be required to be displayed.

The advertising rules apply from 0700 hours on the day of the first race until the expiry of the time limit for protests on the day of the last race. For the Sydney-Hobart Race the advertising rules apply from 0700 hours on December 26 1998 until 1100 hours on January 3, 1999.

A yacht may display additional advertising on banners, flags, sail covers or boom tents as it chooses provided such are displayed in the fore triangle or below the level of the mainsail boom in the aft triangle and do not conflict with the race or series sponsor. A yacht shall immediately remove such additional advertising at the direction of the Race Committee which in its absolute discretion determines offends against good taste or moral or ethical standards.

- 7.4 A yacht shall in its Application give brief details of ALL advertising that it intends to carry. The Race Committee may reject the entry of a yacht in the event that this advertising is amended or changed to another corporation, name, product or logo without the Race Committee's consent.

#### TRADEMARK RESTRICTION

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

- 7.6 The Telstra **Battle Flag** shall be displayed between the hours referred to in 7.3 but may be removed when racing.

## **8.0 SAIL IDENTIFICATION**

- 8.1 A yacht shall comply with the AYF prescriptions to RRS Appendix H, Identification on Sail. Chartered or borrowed yachts by international entrants may carry the national letters of the country represented on the mainsail but may have local sail numbers only on other sails.

## **9.0 RATING CERTIFICATES, SAFETY FORMS, INSURANCE, RADIO CERTIFICATES & CREW LISTS. SYDNEY – HOBART RACE**

- 9.1 A copy of a yacht's IMS current rating certificate shall accompany the yacht's Application for Entry to verify the yacht's speed and stability requirements.

- 9.1.2 A rating Certificate shall not be changed (except to correct errors or after protest) after 1700 hours on 22 December 1998.

- 9.1.3 An AYF Safety Regulation Card Category 1 and a Radio Inspection Certificate shall accompany the Entry Form. The Radio Inspection Certificate is to be completed by an Accredited Radio Technician to verify the installation and operation of the radio.

- 9.1.4 **INSURANCE** - A yacht shall have a current Public Liability and Third Party Property insurance policy of not less than AUD\$10,000,000.00. current when racing.

A certificate of currency of such insurance, in English shall, with the appropriate details of the cover and the insurer shall be submitted no later than December 18, 1998.

- 9.1.5 A crew list showing the name, address, crew weight and phone number of each crew member, together with the name, address and phone number (FOR THE DURATION OF THE RACE) of a nominated next-of-kin or personal contact (no later than 1700 hours on 18<sup>th</sup> December 1998).

### **TELSTRA CUP**

A Crew List showing the names and crew weight of each crew member shall be submitted to the Sailing Office no later than 1700 on December 15, 1998.

A current IMS or JOG Rating Certificate shall be lodged at the Sailing Office no later than 1700 on December 15 1998.

- 9.2.3 An AYF Safety Regulation Card Category 4 shall accompany the Entry Form.
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## **SAILING INSTRUCTIONS**

10. Separate Sailing Instructions will be issued for the Sydney-Hobart Yacht Race and the Telstra Cup.  
The sailing instructions will be available at the relevant race briefings. Thereafter instructions will be available on request.

## **RACE & SERIES BRIEFING**

- 11.1 The briefing for the Sydney-Hobart Yacht Race will be held at the CYCA at 0900 hours on the 24th December, 1998.
- 11.2 The briefing for the Telstra Cup will be held at the CYCA at 1800 hours on the 15th December, 1998.

## **12.0 SAFETY EQUIPMENT**

- 12.1 The Race Committee reserves the right to inspect a yacht at any time for safety regulation compliance.
- 12.2 The following requirements for radio compliance apply to the Sydney-Hobart Yacht Race and amend by increasing the requirements of the AYF Safety Regulations.
- (a) Both VHF and HF/SSB radios shall be carried.
  - (b) Shall be capable of transmitting/receiving on additional frequencies:-  
VHF Channels 72, 73, 80 and 81  
HF/SSB 6227 & 4483
- 12.3 For the Telstra Cup a yacht shall carry a VHF radio with Channel 73 in addition to the requirements of RRS Addendum A.1 3.24 for VHF Radios.

## **13.0 PENALTIES FOR BREAKING A RULE**

### **13. Sydney-Hobart Yacht Race:-**

- (a) RRS 44.2 - 720<sup>0</sup> Turns shall apply for breaking a rule of RRS Part 2 occurring in Sydney Harbour.
- (b) RRS 44.3 - Scoring penalty will apply for breaking a rule of RRS Part 2 outside Sydney Harbour.
- (c) RRS 64.1 – Scoring Penalties may apply at the discretion of the Protest Committee. When used, the scoring penalty will be applied as per the guidelines set out in RRS 44.3.

## 13.2 Telstra Cup

- (a) RRS 44.2 - 720° Turns shall apply for breaking a rule of Part 2 of the RRS
- (b) RRS 64.1 - Scoring penalties may apply at the discretion of the Protest Committee. When used, the scoring penalty will be applied as per the guidelines set out in RRS 44.3.

**SPARE**

**SPARE**

**APPLICATION OF HANDICAPS** (Amends RRS 60.1 and 62)

### **Sydney-Hobart Race**

**For IMS Categories**, IMS results will use the T.M.F. scoring method. The Race Committee shall preconstruct a course, based on Weather Bureau information and historical data, to create a performance table for each yacht, these performances values will be averaged based on predicted wind strengths for the race to produce a single second per mile figure for each yacht. This seconds per mile figure will then be divided into the figure for the scratch boat thus producing a TMF. This TMF will then be multiplied by the yachts elapsed time to give a corrected time for the yacht.

Dynamic Allowances will be applied.

Scratch Sheets will be available prior to the warning signal from the sailing office.

$$\text{IMS TMF} = \text{Scratch Boat Predicted Speed} / \text{Subject Boat Predicted Speed}$$

$$\text{IMS CORRECTED TIME} = \text{Elapsed Time} * \text{IMS TMF}$$

The method of constructing the course will not be subject to protest or grounds for redress (Amends RRS 60.1 and 62).

- 16.2 **For PHS category**, results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A yacht's TCF shall be determined by the Race Committee or its nominee and such TCF shall not be subject to protest or dispute.
- 16.3 Handicaps for Special Classes will be determined when the composition and type of yachts eligible for these Categories is decided.

## 16.4 Telstra Cup

**For IMS Categories** results will be decided by application of the speed allowances on the yacht's rating certificate applied to a course determined by the Race Committee in accordance with the Performance Curve Scoring Method. Dynamic Allowances will be applied. The method of constructing the course shall not be subject to protest or grounds for redress.

For PHS Category results will be decided by application of Time Correction Factors (TCF's), expressed to four decimal's as a multiplier of Elapsed Times. The TCF will be determined by the Race Committee or its nominee and such TCF shall not be subject to protest or redress.

### **For JOG Super 30 Category**

For Super 30 Category results will be decided by the application of the JOG Time Correction Factors (T.C.F.) expressed to four decimals as a multiplier of elapsed times.

The yacht with the lowest corrected time in each division (after application of scoring penalties if any) will be scored first in its division.

## **POINT SCORES**

### 17.1 Telstra Cup

17.1.1 Points for all races will be scored in accordance with a High Points Scoring System as follows:-

First Place	56 points
Second Place	54 points
Third Place	53 points
Fourth	and subsequent places 1 less than the previous place.
DNF	1 points less than the lowest scored yacht
OCS	2 points less than the lowest scored yacht
DNC	0 points
DSQ	0 points

17.1.2 The winner of the Telstra Cup will be the yacht with the highest overall points total in races 1 to 7 inclusive.

17.1.3 Pointscores will be conducted for IMS, PHS and JOG.

## 18.0 TROPHIES AND PRIZES

Perpetual Trophies and Prizes will be awarded for the Sydney-Hobart Yacht Race and the Telstra Cup in accordance with Appendix 1 hereto.

The Race Committee at its discretion may award other prizes to winners and place-getters which will comply with RRS Appendix K, Competitor's ISAF eligibility.

18.3 The Trophy Presentation for the Sydney-Hobart Yacht Race will be held at the Royal Yacht Club of Tasmania on January 2, 1999.

18.4 The Trophy Presentation for the Telstra Cup will be held at the Cruising Yacht Club of Australia on December 20, 1998.

## 19.0 VARIATION OF RULES

19.1 RRS 62 - Redress is removed in respect of the actions of the Race Committee in constructing the course for IMS and the allocation of arbitrary TCF handicaps.

19.2 Fixed and Retractable Spinnaker Poles will be permitted for the purpose of setting Assymetrical Spinnakers. Amends RRS 50.2

19.3 The following IMS rules and regulations are varied:-

(a) Reg 205 - There is no limit on the number of rated headsails and spinnakers that may be carried.  
A spare mainsail may be carried for use as a bona fide replacement for a mainsail that is damaged in the race.

(b) RRS 50.3 is amended to allow the use of bowsprits to secure the tack of the spinnaker.

(c) Reg 211 - Advertising may be carried in accordance with this notice of race.

19.4 RRS 61.3 no protest may be filed after 1100 hours on January 3, 1998 except when seeking redress, then the time limit will be three hours after finishing.

19.5 RRS Appendix A 1.5 and 2.1

### 19.6 Sydney-Hobart Yacht Race

RRS 63.1 Infringements in a Declaration may be dealt with without a hearing.

RRS 63.1, 64.1 is amended to permit scoring penalties. Scoring penalties may apply at the discretion of the Protest Committee in lieu of disqualification. When used, the scoring penalty will be applied as per the guidelines set out in RRS 44.3.

RRS 42 A yacht may use her engine between the Preparatory Signal and the Starting Signal provided that she carries out a 720° turn, after stopping the engine and prior to starting.

## **MEDIA RIGHTS AND RESTRICTIONS**

Entrants are advised that a condition of entry is acknowledgement that The Cruising Yacht Club of Australia owns all media rights to the Sydney-Hobart Yacht Race and may exercise those rights as it sees fit.

It is a condition of entry that no representative of any yacht, be it the owner, a representative from the yacht's ownership, crew or otherwise, shall enter into or be involved in any Media Dealings in respect of the Sydney-Hobart Yacht Race either before, during or after the Sydney-Hobart Yacht Race without the written consent of the Race Committee.

"Media Dealings" shall include but not necessarily be limited to any discussions, articles, interviews, books, correspondence, internet, television or radio broadcasts, link ups or otherwise with any section of the media, be it the television, radio, or print media.

Any breach of the media restrictions referred to in this Clause 20 may at the discretion of the Race Committee lead to the rejection of an Application for Entry, the withdrawal of an Acceptance of Entry, or the disqualification of a yacht from the Sydney-Hobart Yacht Race. (RRS 76.1 Refers)

It is a condition of entry that entrants on the Application for Entry acknowledge and accept the media restrictions referred to in this Clause.

# 1998 TELSTRA SYDNEY TO HOBART RACE 1998 TELSTRA CUP

## ADDENDUM TO THE NOTICE OF RACE 'CHS Division'



### ADD THE FOLLOWING

#### 6.1.9

For CHS Category, Yachts shall:

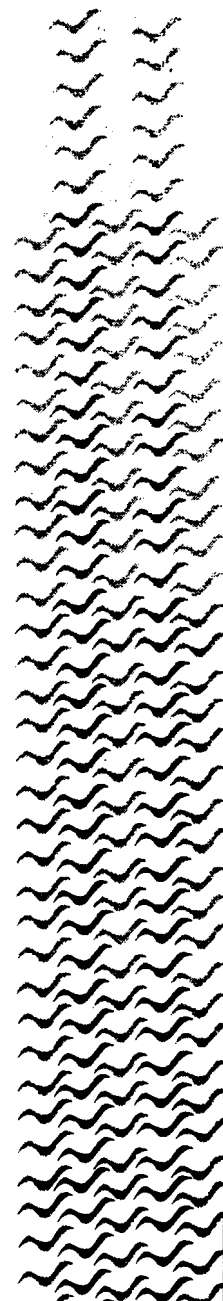
- a) Hold a valid 1998 CHS Certificate and unless specifically amended or excluded in the Notice of Race, Sailing Instructions or this addendum comply with all of the 1998 CHS Rules & Regulations.
- b) Comply with the Minimum Stability Index for ORC Race Category 1 events.  
(IMS Reg 201 refers)
- c) Have an ILC Weighted Average value not less than the ILC Limit Value specified in the 1998 ILC Maxi Class Rule.
- d) Have a maximum total crew weight in kilograms not exceeding the product of the crew number printed on her certificate multiplied by 80. The minimum number of crew shall be 6.
- e) Have a minimum overall length (LOA) of not less than 9.0 metres and a Waterline Length (LWL) not less than 7.3 metres.

Notice of Race 6.1.6 and 6.1.7 'Grandfathering' shall apply to CHS yachts for the purposes of stability.

#### 6.2.5

For CHS Category, Yachts shall:

- a) Hold a valid 1998 CHS Certificate and unless specifically amended or excluded in the Notice of Race, Sailing Instructions or this addendum comply with all of the 1998 CHS Rules & Regulations.
- b) Have a Limit of Positive Stability or Stability Index of not less than 103°.
- c) Have an ILC Weighted Average value not less than the ILC Limit Value specified in the 1998 ILC Maxi Class Rule.
- d) Have a maximum total crew weight in kilograms not exceeding the product of the crew number printed on her certificate multiplied by 80. The minimum number of crew shall be 6.
- e) Have a minimum overall length (LOA) of not less than 9.0 metres and a maximum LOA of 26.0 metres.







A copy of the yachts current 1998 CHS Certificate shall accompany the yachts application for entry to verify the yachts speed and stability requirements.

16.3.1

For CHS Category, results will be calculated by the application of CHS Time Correction Factors (TCF) as a multiplier of elapsed time.

16.4.1

For CHS Category, results will be calculated by the application of CHS Time Correction Factors (TCF) as a multiplier of elapsed time.

19.3.1

The following CHS Rules and Regulations are varied:-

- (a) CHS Rule 8.3 shall not apply. Moveable ballast is not permitted.
- (b) CHS Rule 7.1.5. A spare mainsail, of the same or lesser 'Hi-Tech' material than the rated mainsail, may be carried in the Sydney-Hobart Race as a bona fide replacement for a mainsail damaged during the race.
- (c) CHS Rule 7.4.4. Extra 'Hi-Tech' headsails, of the same size as the rated headsail, may be carried provided one sail of that size is declared as 'Hi-Tech' on the Rating Certificate. There is no limit on the number of Dacron & Mylar headsails that may be carried.
- (d) CHS Rule 7.6.3. There is no limit on the number of rated spinnakers that may be carried.

**AMEND THE FOLLOWING**

*Amend to read:* ".....will be conducted under three separate Handicap Systems IMS, PHS and CHS, subject to sufficient entries being received to constitute a Division.

"

A current IMS, CHS or JOG Rating Certificate shall be lodged at the Sailing Office no later than 1700 on December 15 1998.

Pointscores will be conducted for IMS, PHS, CHS and JOG

