

ALL CHANGES VERSUS 1998
ARE HIGHLIGHTED

Notice of Race 1999



Telstra **Sydney - Hobart** Yacht Race



Tasmania


PREMIER
MINISTER FOR STATE DEVELOPMENT

MESSAGE FROM THE PREMIER OF TASMANIA
MR JIM BACON MHA

The Sydney to Hobart is one of the world's most celebrated ocean races. It is important as a classic blue-water contest, and as an arena for men and women to display the courage, determination, commitment and maritime skills for which Australians are known around the world. From a Tasmanian point of view, the race is also an invaluable source of friendships built on shared adventures. From an Australian perspective, the race is one of our great national icons, which embodies our spirit of adventure and mateship.

The last race this century will again draw international media focus to the spectacular start on Sydney Harbour and to the traditional warm and festive welcome at the race finish, enlivened this year by Hobart's Waterfront Year 2000 celebrations. What a way for Tasmania to lift its global profile!

The Tasmanian Government sincerely thanks the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, the race sponsor Telstra and the many volunteer and service groups for making this magnificent event possible. We urge as many yacht owners and crew as possible to participate in the 55th Sydney to Hobart, thus ensuring we keep the spirit of the race and the spirit of Australia before the eyes of the world.


Jim Bacon
Premier
Minister for State Development



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Notice of Race

for

Telstra Sydney Hobart Yacht Race

1999

The 55th Sydney Hobart Yacht Race™

Proudly Sponsored by

Telstra

**Conducted by the Organising Authority
the Cruising Yacht Club of Australia (ACN 000 116 423)**

With the cooperation of the Royal Yacht Club of Tasmania

Under the Authority of the Yachting Association of NSW

Contents

	3
1 INVITATION	3
2 RULES	4
3 RACE BRIEFING	4
4 DOCUMENTATION TO BE LODGED	4
4.1 APPLICATIONS FOR ENTRY	5
4.2 ENTRY	6
4.3 PRE START DOCUMENTATION	6
5 RACE FEES	7
6 ELIGIBILITY	7
6.1 ELIGIBILITY OF YACHTS	9
6.2 ELIGIBILITY OF CREW	10
7 SCHEDULE OF RACE & COURSE	11
8 SCORING AND HANDICAP SYSTEMS	11
8.2 SCORING	11
8.2.1 IMS (ALL DIVISIONS)	12
8.2.2 IRC (DIVISIONS OVERALL, A AND B)	12
8.2.3 PHS (ALL DIVISIONS)	13
9.3 GENERAL CHANGES TO RRS	13
10 ADVERTISING	13
10.1 GENERAL	13
10.2 TRADEMARK RESTRICTION	14
10.3 SPONSORS FLAG	14
11 SAIL IDENTIFICATION	14
12 CHANGES TO SUPPLIED DOCUMENTATION	14
13 SAILING INSTRUCTIONS	14
14 ALTERNATIVE PENALTIES	14
15 TROPHIES AND PRIZES	15
16 MEDIA RIGHTS AND RESTRICTIONS	16
APPENDIX A1 - ADDITIONAL SAFETY REQUIREMENTS	16
A1.1 GENERAL	16
A1.2 RADIOS	17
A1.3 OTHER EQUIPMENT	17
APPENDIX A2 - MINIMUM STABILITY REQUIREMENTS	19
A2.1 YACHTS HOLDING CURRENT VALID IMS CERTIFICATES	19
A2.2 YACHTS PREVIOUSLY HOLDING VALID IMS CERTIFICATES	19
A2.3 YACHTS NOT PREVIOUSLY HOLDING VALID IMS CERTIFICATES	19
APPENDIX A3 - TROPHIES	20
A3.1 OVERALL TROPHIES	20
A3.2 DIVISIONAL TROPHIES	22
A3.3 OTHER TROPHIES	24
APPENDIX A4 - CATEGORY C ADVERTISING	

1 INVITATION

Owners of eligible yachts are invited to apply for entry in the 1999 Telstra Sydney Hobart Yacht Race on the relevant conditions of this Notice of Race.

The race will be organised and conducted by the Cruising Yacht Club of Australia ("CYCA") – the Organising Authority.

Races will be conducted on the waters of the Tasman Sea and Sydney Harbour.

2 RULES

The race will be governed by

- a) the 1997-2000 Racing Rules of Sailing ("RRS") of the International Sailing Federation ("ISAF");
- b) the International Measurement System ("IMS") and its rules and regulations;
- c) the 1999 International Rule Club ("IRC") Rules and regulations;
- d) the W60 Class Rules;
- e) the prescriptions and safety regulations of the Australian Yachting Federation ("AYF");
- f) this Notice of Race ("NoR"); and
- g) the Sailing Instructions ("SI"),

except that between 2030 hours and 0530 hours (Australian Eastern Standard Time) the International Regulations for Preventing Collisions at Sea will replace the rules of RRS Part 2.

The Race Committee will appoint an International Jury as per Appendix Q of RRS.

The official Notice Board is located adjacent to the entrance to the Sailing Office at the Cruising Yacht Club of Australia.

By making application for entry in the race, the owner of a yacht acknowledges that the various terms of this Notice of Race and the Application for Entry and, if the yacht is subsequently entered in the race, the Entry Form and the Sailing Instructions, must be complied with.

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

A boat is solely responsible for deciding whether or not to start or to continue racing.

3 RACE BRIEFING

Race briefings for the Telstra Sydney Hobart Yacht Race will be held at venue's to be nominated at a later date. A Briefing will be held in Sydney for competitors at 0900 hours on 24 December 1999.

At least four crew members of a yacht intending to compete in the Telstra Sydney Hobart Yacht Race must attend the whole of the race briefing in order for the yacht to be eligible to race. It is recommended that the Skipper and Navigator attend.

If four crew members of a yacht do not so attend the race briefing, the yacht will not be eligible to race.

4 DOCUMENTATION TO BE LODGED

4.1 Applications for Entry

An application for entry in the Telstra Sydney Hobart Yacht Race must be made on the attached form. The following information must be attached to the Application for Entry:

	DESCRIPTION	REFER NoR No
1	Crew Experience Declaration Form	6.2
2	Colour photograph of the yacht, no older than 12 months.	
3	Measurement and Rating Certificates as required	6.1.1.1, 6.1.1.2
4	Verification of stability	Appendix A2
5	Verification of ABS requirements	6.1.1
6	Verification of speed limit	6.1.1.3
7	Details of advertising being carried	9.0

A completed Application for Entry, plus the additional information as specified above, must be received by the CYCA by 1700 hours on 1 November 1999.

NO APPLICATIONS FOR ENTRY WILL BE ACCEPTED AFTER THIS DATE.

4.2 Entry

The Race Committee is not obliged to accept an Application for Entry. Subject to acceptance of an Application for Entry by the Race Committee, an Entry Form will be forwarded to the owner or the owner's representative.

Entry for the Sydney-Hobart Yacht Race must be made on the supplied form. The following information must be attached to the Entry Form:

	DESCRIPTION	REFER NoR No
1	Category 1 Safety Compliance Form	6.1.2
2	Additional Safety Requirements Compliance Form	Appendix A1
3	Radio Operators License	6.2
4	Life Raft Inspection Certificate	Appendix A1
5	Radio Inspection Certificate	Appendix A1
6	Verification of Qualifying Race information	6.1.3
7	Certificate of Currency of Public and Third Party Liability Insurance	6.1.1

A completed Entry Form, plus the additional information as specified above, must be received by the CYCA by 1700 hours on 26 November 1999.

However, documentation for the race may be accepted, at the discretion of the Race Committee, after that date subject to a request for late acceptance being made to the Race Committee in writing, accompanied by the specified Late Entry Fee.

No documentation will be accepted after 1700 hours on 21 December 1999.

4.3 Pre Start Documentation

Subject to acceptance of an Entry by the Race Committee, the additional information detailed below must be lodged, on the forms provided by the CYCA.

	DESCRIPTION	REFER NoR No
1	Crew List	6.2.2
2	CYCA Safety Seminar Certificates	6.2.1
3	First Aid Certificates	6.2.1

Completed forms, plus the information as specified above, must be received by the CYCA by 1700 hours on 21 December 1999.

Entrants are reminded of their obligations under NoR Appendix A1 to complete a pre-race radio check.

The Race Committee will, under RRS 76.1, reject or cancel any entry not complying with the conditions of this NoR.

5 RACE FEES

The following Entry Fees must be paid on submission of the Entry Form and are not refundable or rebatable.

Yachts carrying advertising in accordance with RRS Appendix G, Category A	\$750
Yachts carrying advertising in accordance with RRS Appendix G, Category B	\$1,100
Yachts carrying advertising in accordance with RRS Appendix G, Category C	\$2,000
Yachts in the Volvo 60 Division	\$2,000
Additional Late Entry Fee	\$1,000

6 ELIGIBILITY

A decision of the Race Committee as to whether a yacht and her crew satisfactorily meet the eligibility criteria for entry in the race is final and binding.

6.1 Eligibility of Yachts

6.1.1 General Requirements

All yachts entered for the race must:

- be single hulled and self righting;
- meet the stability criteria specified in Appendix A2 Minimum Stability Requirements. Documentary evidence, as specified in Appendix A2 Minimum Stability Requirements, must accompany the Application for Entry;
- be on the register of a yacht club affiliated with its National Authority;
- be built in accordance with AYF Addendum A Part 1 Section 3.1.1. ABS approval must be recorded on the Yachts current valid IMS Certificate or alternatively letters from the designer and builder certifying that the yacht complies must accompany the Application for Entry;
- have a overall length (LOA) not less than 9.0 metres and a waterline length (LWL) not less than 7.3 metres;

The owner of a yacht entered in the race must have a Public Liability and Third Party Property insurance policy with respect to the yacht in an amount of not less than A\$10,000,000 current when racing. A certificate of currency of such insurance, in English, with the appropriate details of the cover and the insurer, must be submitted with the Entry Form.

6.1.1.1 IMS Category Yachts

In addition to the general requirements of 6.1.1, a yacht may only be entered in the IMS Category if the yacht:

- (a) has a current valid IMS Rating and Accommodation Certificate;
- (b) unless specifically amended or excluded in this NoR or the SI, complies with all of Part 2 Limits and Exclusions of the 1999 IMS Regulations (Refer RRS 78.1); and
- (c) has an ILC Weighted Average value not less than the ILC Limit Value specified in the ILC Maxi Class Rule.

A copy of the yacht's current valid IMS Certificate must be attached to the Application For Entry.

6.1.1.2 IRC Category Yachts

In addition to the general requirements of 6.1.1, a yacht may only be entered in the IRC Category if the yacht:

- (a) has a current valid 1999 IRC Certificate;
- (b) unless specifically amended or excluded in this NoR or the SI, complies with all of the 1999 IRC Rules & Regulations (Refer RRS 78.1);
- (c) has a maximum total crew weight in kilograms not exceeding the product of the crew number printed on her certificate multiplied by 90;
- (d) have a TCC not greater than 1.569; and
- (e) has a valid Whitbread Class (W60) Class Certificate, if entered in the Volvo 60 Division (Refer RRS 78.1).

A copy of the yacht's current valid IRC Certificate (and W60 Certificate, if applicable) must be attached to the Application For Entry.

6.1.1.3 PHS Category Yachts

In addition to the general requirements of 6.1.1, a yacht may only be entered in the PHS Category if the yacht does not exceed the ILC Weighted Average value specified in the 1999 ILC Maxi Class Rule.

Documentation verifying this must accompany the Application for Entry.

Movable Ballast is not permitted in any division except the Volvo 60 Division. Amends IRC Rule 27.3 and RRS 51

6.1.2 Safety Requirements

A yacht must comply with AYF Addendum A AYF Special Regulations Part 1 for Race Category 1 and the additional safety requirements as specified in Appendix A1 Additional Safety Requirements.

Yachts requiring Safety Inspections at the CYCA are required to make bookings at the Sailing Office.

6.1.3 Qualifying Race

Each yacht must substantially complete a Qualifying Race of not less than 150nm not more than 6 months before the Start of the Race.

Qualifying Races include:

- Sydney – Gold Coast Race
- Cabbage Tree Island Race
- Maria Island Race
- Melbourne-Stanley Race

Approval by the Race Committee of an alternate Qualifying Race may be requested in writing.

Verification of substantially completing the Qualifying Race must accompany the Entry Form.

Yachts may seek dispensation from the Qualifying Race by applying in writing to the Race Committee to complete a minimum non-stop 200 nautical mile passage in lieu of the Qualifying Race. Yachts which are granted dispensation to complete a 200 nautical mile passage in lieu of the Qualifying Race must submit a detailed log of the passage with the Entry Form. The Race Committee's determination as to the acceptability of the passage is final and binding.

Dispensation from the requirements of 6.1.3 may be requested in writing to the Race Committee. The Race Committee's determination is final and binding.

6.2 Eligibility of Crew

A yacht is not eligible unless this 6.2 is complied with.

6.2.1 General Requirements

All competitors must meet the requirements of RRS Appendix K.

The minimum number of crew on a yacht is 6.

The minimum age of all crew on a yacht is 18 years.

At least fifty percent of the crew on a yacht must have long offshore racing experience. Particulars must be supplied on the Crew Experience Declaration Form and submitted with the Application for Entry. The Race Committee's determination as to the acceptability of the Crew Experience is final and binding.

Changes to the Crew Experience Declaration Form must be lodged with the CYCA on forms available from the Sailing Office.

At least thirty percent of the crew on a yacht must have completed a CYCA Safety Seminar or AYF Yacht Safety and Survival Course or a CYCA approved equivalent. A copy of the crew member's Course Attendance Certificate, or equivalent, must accompany the Crew List (refer to 4.3). Safety Seminar Certificates are valid for three years.

At least one crew member on a yacht must have a Senior First Aid Certificate or higher first aid qualification. A copy of the crew member's Senior First Aid Certificate must accompany the Crew List.

At least one crew member on a yacht must have a HF Radio Operators Certificate of Proficiency issued by a relevant authority, or higher qualification. A copy of the crew member's Radio Operators Certificate of Proficiency or other qualification must accompany the Entry Form (refer to 4.2).

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

6.2.2 Crew List

A Crew List showing the:

- name;
- address;
- weight;
- colour of wet weather jacket;
- phone number; and
- name, address and phone number (FOR THE DURATION OF THE RACE) of a nominated next-of-kin or personal contact,

for each crew member must be lodged with the CYCA **no later than 1700 hours on 21 December 1999.**

Changes to the crew or details of any crew member must be notified to the CYCA on forms available from the Sailing Office.

A Crew List may be changed to correct errors, to amend for late crew changes or after protest but not later than 0900 hours on 26 December 1999. After any change to a Crew List, the yacht must still satisfy the General Requirements (6.2.1)

7 SCHEDULE OF RACE & COURSE

The Warning Signal for the race will be fired at 1250 hours (Sydney time) on 26 December 1999.

The start of the race will be in Sydney Harbour, New South Wales (Australia).

The race is a 627 nautical mile (approx) passage race.

The finish of the race will be in Hobart, Tasmania (Australia).

Details of the course and marks will be included in the SI.

8 SCORING AND HANDICAP SYSTEMS

8.1 Handicap Categories

The Telstra Sydney Hobart Yacht Race will be conducted with the following Handicap Categories:

Handicap Category	Divisions
IMS	Overall Division A Division B Division C Division D Division E Division F
IRC	Overall Division A Division B Volvo 60
PHS	Overall Division A Division B

A Yacht may be entered for only one Handicap Category. The Race Committee will allocate yachts to divisions in a Handicap Category.

Where less than 10 entries are received for a Handicap Category, the Race Committee reserves the right to reallocate those yachts into another Category.

The Race Committee may allocate extra divisions within each handicap category should sufficient entries be received.

In addition to the Handicap Categories, all yachts will be scored in the Line Honours Category.

8.2 Scoring

8.2.1 IMS (All Divisions)

IMS results will be calculated using the T.M.F. scoring method.

The Race Committee will pre-construct 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. That is,

IMS TMF = Scratch Boat Predicted Speed / Subject Boat Predicted Speed

IMS CORRECTED TIME = Elapsed Time *IMS TMF

Dynamic and Age Allowances will be applied.

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

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

The method of constructing the course will not be subject to protest or grounds for redress (Amends RRS 60.1 and 62.1(a)).

8.2.2 IRC (All Divisions)

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

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

8.2.3 PHS (All Divisions)

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

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

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

9 Changes to Class Rules and RRS

9.1 IMS Handicap Category

IMS Reg 205 There is no limit on the number of rated headsails and spinnakers that may be carried in the race.

IMS Reg 205 A spare mainsail may be carried for use as a bona fide replacement for a mainsail that is damaged in the race.

IMS Rule 211 Advertising may be carried in accordance with this NoR.

IMS Rule 313 There is no limit as to the amount of drinkable fluid and fuel that may be carried however unwarranted amounts shall be considered as ballast as described by the rule.

9.2 IRC Handicap Category

IRC Rule 27.3 Movable ballast is not permitted except for yachts entered in the Volvo 60 class.

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

IRC Rule 26.1.5(a). There is no limit on the number of rated spinnakers that may be carried in the race.

9.3 General changes to RRS

RRS 50.2: Fixed and Retractable Spinnaker Poles will be permitted for the purpose of setting Asymmetrical Spinnakers.

RRS 50.3: Bowsprits may be used to secure the tack of a spinnaker.

RRS 61.3: There is no time limit on protests by the Race Committee or Protest Committee. No other protests may be filed after 1100 hours on 3 January 2000 except when seeking redress. In that event, the time limit will be three hours after the protesting yacht finishes.

RRS 78.2: Valid rating certificates must be produced by the due date specified in this NoR.

10 ADVERTISING

10.1 General

Advertising on yachts must comply with the requirements of RRS Appendix G Category C and the requirements of NoR Appendix A4 Category C Advertising.

A yacht must carry the event sponsor's advertising in accordance with RRS Appendix G 3.1(f) and Appendix 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 26 December 1999 until 1100 hours on 3 January 2000.

An Application for Entry must contain brief details of ALL advertising that a yacht intends to carry. The Race Committee may reject the entry of a yacht in the event that this advertising is changed to another corporation, name, product or logo without the Race Committee's consent.

10.2 Trademark Restriction

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

10.3 Sponsors Flag

The Telstra Battle Flag must be displayed between the hours referred to in 10.1 but may be removed whilst racing.

11 SAIL IDENTIFICATION

A yacht must 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 only have local sail numbers only on other sails (Amends RRS Appendix H).

12 CHANGES TO SUPPLIED DOCUMENTATION

Documentation (excepting Crew Lists) supplied to the CYCA under this NoR must not be changed (except to correct errors or after protest) after 1700 hours on 21 December 1999.

Crew Lists must not be changed after 0900 hours on 26 December 1999.

13 SAILING INSTRUCTIONS

The SI will be issued at the race briefing. Thereafter, SI will be available on request.

14 ALTERNATIVE PENALTIES

RRS 44.2 - 720° Turns will apply for breaking a rule of RRS Part 2 in Sydney Harbour.

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

RRS 64.1 – Scoring Penalties may apply at the discretion of the Protest Committee. The scoring penalties will be applied as per the SI.

15 TROPHIES AND PRIZES

Perpetual Trophies and Prizes will be awarded for the Telstra Sydney Hobart Yacht Race, in accordance with Appendix A3.

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

16 MEDIA RIGHTS AND RESTRICTIONS

Entrants are advised that conditions of entry include:

- that all competitors acknowledge that Cruising Yacht Club of Australia owns all media rights to the Telstra Sydney Hobart Yacht Race and may exercise those rights as it sees fit;
- that no representative of any yacht, be it the owner, an owner's representative, a crew member or otherwise, will enter into or be involved in any Media Dealings in respect of the Telstra Sydney Hobart Yacht Race either before, during or after the Telstra Sydney Hobart Yacht Race without the prior written consent of the Organising Authority.

"Media Dealings" include, without limitation, 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.

Entrants, on the Application for Entry, must acknowledge and accept the media restrictions referred to in this NoR 16.

Any breach of these conditions may, at the discretion of the Race Committee, lead to the rejection of an Application for Entry, the withdrawal of an entry or the disqualification of a yacht from the Telstra Sydney Hobart Yacht Race (RRS 76.1 Refers). This does not limit the right of the Organising Authority to take any other action it sees fit to enforce compliance with these conditions.

Appendix A1 - Additional Safety Requirements

A1.1 General

The following additional safety requirements amend the requirements of RRS Addendum A AYF Special Regulations for Category 1 Races.

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.

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

The Race Committee reserves the right to inspect a yacht at any time for safety regulation compliance. Spot checks will be carried out prior to the warning signal.

A1.2 Radios

A1.2.1 Installation

Both VHF and HF/SSB radios must be permanently installed.

An additional hand held Water Proof VHF Radio must be carried on board.

Yachts must be capable of transmitting/receiving, as a minimum, on the following frequencies:-

VHF International Channels 16, 72, 73, 80 and 81

HF/SSB 6227kHz, 4125kHz, 4483kHz & 4603kHz

Emergency Aerials are required to have their mounting brackets and cabling permanently installed.

Yachts must provide a Radio Inspection Certificate with the Entry Form. The Radio Inspection Certificate is to be completed by an Accredited Radio Technician to verify the adequacy of the installation and operation of the radios.

A1.2.2 Pre Race Radio Check

Yachts must carry out a radio check with a coastal station to be nominated at a later date on 4483kHz and 4603kHz between 15 December 1999 and 21 December 1999.

Yachts not recorded by the coastal station as having adequate radio signal strength will not be eligible to start.

A1.2.3 Operation

Yachts must maintain a 24hour listening watch for the duration of the race on VHF Channel 16.

For Radio Communications, a yacht's name will be limited to not more than two words. The Race Committee may alter names where appropriate.

The SI will require that yachts report to Telstra Race Control when they reach latitude 37° 15'S (Green Cape) and make a declaration confirming their time of passing as well as the following:-

- The HF Radio is operational
- Liferaft(s) are on board
- Engine and Batteries are operational
- Yacht and crew are in a satisfactory condition to continue
- The skipper has comprehensively considered the most current weather forecast and that the yacht and crew are fully prepared for the conditions forecast.

Yachts which are not recorded by Telstra Control as having met the reporting requirements above will be scored as DNF (Amends RRS 63.1).

Yachts that make a false report will be scored as DNF (Amends RRS 63.1) and the skipper may be subject to action under RRS 69.1.

A1.3 Other Equipment

A1.3.1 General Equipment

Fuel. The minimum amount of fuel to be carried is:

$$\text{Litres} = \text{LWL (metres)} / 0.135$$

Jack Stays must be 12mm Spectra rope not more than 12 months old.

At least one of the ship's batteries must be gel or closed cell for the purpose of starting the engine and Radio Operation.

A1.3.2 Personal Safety Equipment

Personal High Intensity Lights or Strobes for each crew member must be carried on board.

Personal Dye Markers for each crew member must be carried on board.

Safety Harnesses must be stored in a waterproof container. Harnesses are not to be more than 7 years old. Harnesses without a Date of Manufacture will not be accepted.

Additional Harness strops for at least thirty percent of the crew must be carried on board.

Kapok filled PFD's will not be accepted.

A1.3.3 Sails and Rig Equipment

Trisails and Storm Jibs must be fitted with permanently spliced or sewn on sheets.

Yachts must report to the Starting Vessel prior to starting with Trisails and Storm Jibs set.

A1.3.4 Safety Equipment

The number of EPIRB's carried on board must be not less than the number of liferafts carried on the yacht. At least one EPIRB is to be a 406MHz EPIRB and not packed in the liferaft. Remaining EPIRB's may be 406MHz or 121MHz and may be carried on board or packed in the liferafts. EPIRB's packed in liferafts must be noted on the Liferaft Certificates. All 406MHz EPIRB's are to be registered in the yacht's name.

Four white parachute flares must be carried on board.

Jon Buoy type Dan-Buoys will not be accepted unless the mounting bracket has been modified from the 1998 design to the satisfaction of the Race Committee.

A1.3.5 Charts

The following charts must be carried on board:

Sydney-Hobart Chart List

Aus.197	For Start
Aus.808	To Jervis Bay
Aus.807	To Montague Island
Aus.806	To Gabo Island
Aus.358	Across Bass Strait
Aus.356	Flinders Island to St Helen's Point
Aus.423	If Course is East of 807, 806, 358 and 356
Aus.355	Into Storm Bay and to Finish
Aus.422	Gabo Island to South of Tasmania
Aus.171	Iron Pot. up Derwent River to Finish & Dunalley Canal
Aus.795	Storm Bay
Aus.172	Port of Hobart. For Finish

Details of ports and islands en route

Aus.200	Port Jackson
Aus.195	Port Kembla and Wollongong with Approaches
Aus.193	Jervis Bay
Aus.191	Bateman's Bay, Twofold Bay, Ulladulla Harbour, Kiama
Aus.179	Plans in Banks Strait
Aus.170	Cape Sonnerat to Maria Island, Spring Bay
Aus.174	Port Arthur & others

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

Appendix A2 - Minimum Stability Requirements

All yachts must provide documentary evidence to verify stability characteristics not less than the **Minimum Stability Index or Limit of Positive Stability for ORC Race Category 1 events** (IMS Reg 201 refers).

The requirements specified in this appendix, in their entirety, apply to all yachts intending to enter the Telstra Sydney Hobart Yacht Race regardless of the handicap category in which they intend to enter.

COMPETITORS FOUND TO BE FALSIFYING DOCUMENTATION, DELIBERATELY INVALIDATING CERTIFICATES OR OTHERWISE MISLEADING THE RACE COMMITTEE WITH REGARD TO STABILITY OF THEIR YACHT ARE SUBJECT TO ACTION UNDER RRS 69.1. IF FOUND GUILTY THE PENALTY COULD INCLUDE DISQUALIFICATION FROM THE TELSTRA SYDNEY HOBART YACHT RACE AND ANY ASSOCIATED REGATTAS (TELSTRA CUP, SOUTHERN CROSS CUP), PLUS THE INCIDENT WOULD BE REPORTED TO THE AUSTRALIAN YACHTING FEDERATION.

GRAND FATHERLY OF 1100 STABILITY YACHTS DELETED

The Race Committee is the sole and final judge as to the suitability of supplied documentation in demonstrating a yacht's compliance to the stability requirements.

The Race Committee is also the sole and final judge as to a yacht's compliance to the stability requirements.

A2.1 Yachts Holding Current Valid IMS Certificates

If the yacht holds a current valid IMS Certificate, then the yacht must comply with the Minimum Stability Index or Limit of Positive Stability for ORC Race Category 1 events (IMS Reg 201 refers).

A2.2 Yachts Previously Holding Valid IMS Certificates

A yacht which has previously held a valid IMS Certificate and which is now invalid may demonstrate compliance with the Minimum Stability Index or Limit of Positive Stability for ORC Race Category 1 events by submitting the most recent previously valid (but not current) IMS Certificate accompanied by a completed IRC/PHS Stability Declaration Form.

A2.3 Yachts Not Previously Holding Valid IMS Certificates

A yacht which has not previously held a valid IMS Certificate may submit other stability data for consideration by the Race Committee, in which case the objective will be to enable a comparison with information normally required for eligibility in ORC Category 1 or Category 0 events.

Acceptance of a yacht's stability may be facilitated if a free-trimming GZ curve is supplied which is representative of the intended Telstra Sydney Hobart Yacht Race trim and tankage, stating the source of the data. If the yacht holds a current international Classification Society Class Certificate, then this should be submitted.

In some cases, the Race Committee may require additional information in order to accept a yacht's entry.

NEW WORDING
INFORMATION
THE SAME

Appendix A3 - Trophies

A3.1 Overall Trophies

OVERALL WINNER - FIRST PLACE IMS CORRECTED TIME

- 🏆 Tattersall's Cup: Presented on behalf of the Executors of the Estate of the late Mr. George Adams (Perpetual) and a memento for the owner of the winning yacht.
- 🏆 RORC Plaque: Presented on behalf of the Royal Ocean Racing Club of England (Perpetual).
- 🏆 Government of Tasmania Trophy: Presented on behalf of the Government of Tasmania (Perpetual) and a memento for the owner.
- 🏆 George Adams Estate Medallions: Presented on behalf of the late Mr. George Adams to each crew member.
- 🏆 Hobart Ports Corporation Trophy: Presented on behalf of the Marine Board of Hobart (Perpetual) and a memento for the owner.

SECOND PLACE OVERALL - IMS CORRECTED TIME

- 🏆 City of Hobart Trophy: Presented on behalf of the City of Hobart (Perpetual) and a memento for the owner.
- 🏆 Bass Strait Cup: Presented on behalf of the Executors of the Estate of the late Mr. Vic Meyer (Perpetual) and a memento for the owner of the winning yacht.
- 🏆 Solo Trophy: Presented on behalf of the late Mr. Vic Meyer (Perpetual) and a memento for the owner.

THIRD PLACE OVERALL - IMS CORRECTED TIME

- 🏆 RYCT Trophy: Presented on behalf of the Royal Yacht Club of Tasmania (Perpetual) and a memento for the owner.
- 🏆 Storm Bay Cup: Presented on behalf of the late Mr. Vic Meyer (Perpetual) and a memento for the owner.

A3.2 Divisional Trophies

FIRST PLACE IN IMS DIVISION A

- 🏆 Sir Arthur Warner Trophy: Donated by the late Sir Arthur Warner (Perpetual) to the first yacht on Corrected Time in Division A (Perpetual) and a memento for the owner.

FIRST PLACE IN IMS DIVISION B

- 🏆 George Barton Trophy: Presented to the first yacht on Corrected Time in Division B (Perpetual) and a memento for the owner.

FIRST PLACE IN IMS DIVISION C

- 🏆 Rushcutter Trophy: Presented by Mr. D. Isles for the first yacht in Division C (Perpetual) and a memento for the owner.

FIRST PLACE IN IMS DIVISION D

- 🏆 CYCA Plaque: Presented to the first yacht on Corrected Time in Division D (Perpetual) and a memento for the owner.

FIRST PLACE IN IMS DIVISION E

- 🏆 Samuel Pepys Trophy: Presented on behalf of RANSA to the first yacht on corrected time in Division E (Perpetual) and a memento for the owner.

FIRST PLACE IN IMS DIVISION F

- 🏆 Founders Cup: Presented on behalf of Vic Meyer to the first yacht on Corrected Time in Division F (Perpetual) and a memento for the owner.

FIRST PLACE IN IRC DIVISION A

- 🏆 RORC Cup Presented on behalf of the Royal Ocean Racing Club to the first yacht on corrected time in the IRC Division (Perpetual) and a memento for the owner.

FIRST PLACE IN PHS OVERALL

- 🏆 RANSA Trophy Presented on behalf of the Royal Australian Naval Sailing Association for the first yacht on corrected time on PHS (Perpetual) and a memento for the owner.

FIRST PLACE IN PHS DIVISION A

- 🏆 Peter Allsopp Memorial Trophy: Presented on behalf of the late Mr. Peter Allsopp to the first yacht on Corrected Time in Division A PHS (Perpetual) and a memento for the owner.

MINOR PLACINGS ALL DIVISIONS

- 🏆 CYCA Trophies: Presented by the Cruising Yacht Club of Australia to second and third place in each Division of each Handicap Category.

A3.3 Other Trophies

FIRST YACHT TO CLEAR SYDNEY HEADS

- 🏆 Jack Rooklyn Memorial Trophy: Presented on behalf of the late Mr. Jack Rooklyn (Perpetual) and a memento for the owner for the first Yacht to Round the Sea Mark at Sydney Heads.

FIRST YACHT ACROSS THE FINISH LINE

- 🏆 J.H. Illingworth Trophy: Presented on behalf of the late Mr. John Illingworth (Perpetual) and a memento for the owner of the winning yacht.

Placings for yachts eligible for the J.H. Illingworth Trophy shall not be affected by the imposition of Alternative Penalties.

- 🏆 CYCA Medallions Presented to each crew member of the Line Honours Yacht.

VOLVO 60

- 🏆 Volvo Trophy Presented on behalf of the CYCA to the First Volvo 60 to Finish. Memento to the owner

FIRST YACHT AROUND TASMAN ISLAND

- 🏆 F. & J. Livingstone Trophy: Presented on behalf of the late Messrs. F. & J. Livingstone (Perpetual) and a replica for the owner.

Placings for yachts eligible for the F. & J. Livingstone Trophy shall not be affected by the imposition of Alternative Penalties.

DESIGNER OF THE WINNING YACHT (IMS)

- 🏆 Alan Payne Memorial Trophy Presented on behalf of the late Alan Payne (Perpetual) and a memento for the designer of the overall winning yacht on IMS.

NAVIGATOR OF THE OVERALL WINNER (IMS DIVISION)

- 🏆 Bill Owen Memorial Trophy: Presented on behalf of the late Mr. Bill Owen to the navigator of the winning yacht (Perpetual) and a replica for the winner.

HIGHEST PLACED TASMANIAN YACHT ON IMS CORRECTED TIME

- 🏆 Port of Hobart Trophy: Presented on behalf of the Hobart Ports Corporation (Perpetual) and a memento to the owner.

NAVIGATOR OF THE HIGHEST PLACED TASMANIAN YACHT (IMS)

- City of Hobart Trophies: Presented on behalf of the City of Hobart.

Appendix A4 - Category C Advertising

Advertising is limited to advertisements which, in the opinion of the Race Committee, do not conflict with the race and series sponsor or government regulations.

Yachts entered under RRS Appendix G - Category C may carry the following advertising subject to the conditions of the NoR:

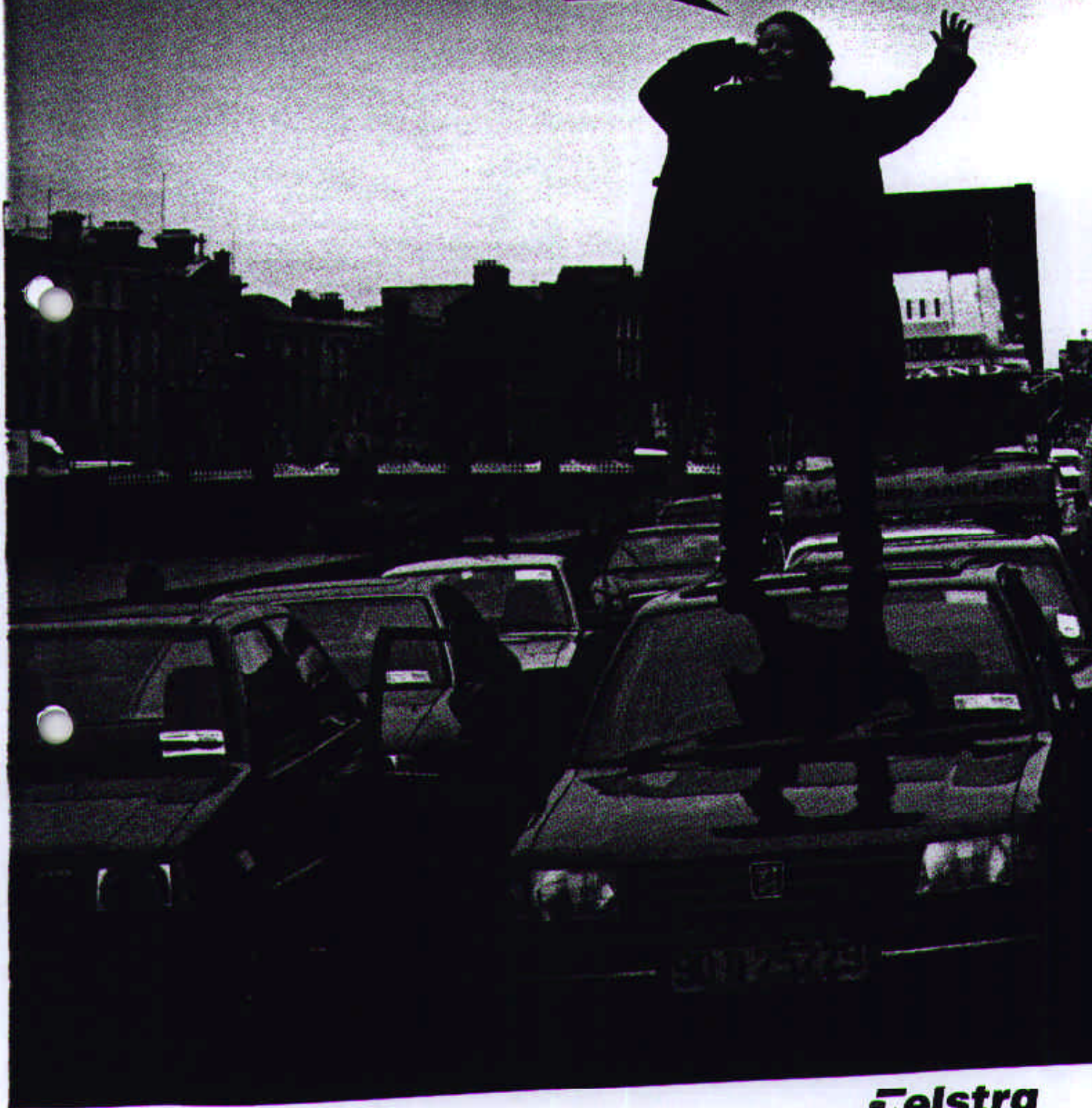
Hull and Decks	Advertising is permitted on the hull and decks except for the forward 25% of the hull and deck which is reserved for the event sponsors' logo.
Mast and Booms	Advertising is without restriction.
Spinnakers	Advertising is without restriction. Sail numbers must be clear and separate from advertising.
Sails	No advertising is permitted on headsails. Unrestricted mainsail advertising will be permitted provided that such advertising is below and separate from the sail numbers.
Flags, Banners & Sail Covers	House flags, banners and sail covers which show advertising shall only be supported and flown within the fore triangle or main triangle at or above the main boom.

Good Taste.

Despite any other rule, the Race Committee may require the removal from display of any advertising which, in it's opinion, is not in good taste or offends moral and ethical standards. In any case of doubt, skippers are advised to refer to the Race Committee as soon as practicable for approval.

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**CRUISING YACHT CLUB OF AUSTRALIA
"DECLARATION OF CREW EXPERIENCE"**

was 3 only crew.

THE INFORMATION REQUIRED ON THIS FORM IS FOR USE IN THE ADMINISTRATION OF NOTICE OF RACE PARA 6.2. IT RELATES TO CREW EXPERIENCE AND ELIGIBILITY TO ENTER THE RACE. IT SHOULD NOT BE CONFUSED WITH THE FULL "CREW LIST" WHICH IS SEPARATELY REQUIRED WITH DETAILED INFORMATION OF ALL CREW MEMBERS AND ADDRESSES, NEXT OF KIN, ETC. **PLEASE LIST THE OFFSHORE SAILING EXPERIENCE OF 50% OF YOUR MOST EXPERIENCED CREW.**

NAME OF CREW	AGE OF CREW	NAMES OF PREVIOUS OCEAN RACES COMPETED IN AND DATES IN YEARS ONLY	OTHER RELEVANT INFORMATION (including position in crew - eg. for'ard hand, helmsman etc.)
1.			
2.			
3.			

BY THE ORGANISER

SIGNATURE
OF CREW

CONFIRMING THE INFORMATION
GIVEN BY THE CREW MEMBER

DATE OF SIGNATURE

NAME OF CREW	AGE OF CREW	NAMES OF PREVIOUS OCEAN RACES COMPETED IN AND DATES IN YEARS ONLY	OTHER RELEVANT INFORMATION (including position in crew - eg. for'ard hand, helmsman etc.)
10.			
11.			
12.			

YACHT NAME: _____ OWNER/CHARTERER'S SIGNATURE: _____

TOTAL NO OF CREW: _____

[REDACTED]

Cruising Yacht Club of Australia PHS Stability Declaration

Yacht Name: _____

Owners Name: _____ Ph. _____

Fax. _____

Address: _____

I declare that since the issue of the attached Certificate, provided to verify stability I have not made any alterations to the hull structure, nor has a new engine been fitted, or any alteration made to the propellor installation, tanks, anchors, batteries, ballast moved in or out, the mast, boom and spinnaker pole have not been altered or replaced, the black bands have not been moved, nor has any other change been made not covered here.

If changes have been made please give details: _____

I certify that I understand my responsibilities as covered in the Racing Rules of Sailing and the rules applicable to the Sydney-Hobart Yacht Race that the above information is true to the best of my knowledge and I undertake to declare to the Race Committee any changes to the yacht or its rig which could change any of its measurements under the Rules.

Signed: _____ Dated: _____
(Owner/Representative)

APPLICATION FOR ENTRY FORM

for

THE 1999 TELSTRA SYDNEY-HOBART YACHT RACE

The Sailing Secretary
 Cruising Yacht Club of Australia
 New Beach Road
 Darling Point, NSW, 2027
 Australia
 Tel: (02) 9363 9731; Fax: (02) 9363 9745

CLOSING DATE
 for receipt of this form at CYCA
 is Monday, 1 November 1999

I wish to apply for an entry form for the 1999 Sydney-Hobart Yacht Race.
 The particulars of my yacht are as follows (PLEASE PRINT ALL DETAILS):

SAIL NO. _____ VESSEL NAME _____
 PREVIOUS NAME _____

FIRST NAME _____ SURNAME _____
 ADDRESS _____
 SUBURB _____ POSTCODE _____ STATE _____
 PHONE (H) _____ (W) _____ Mobile _____ FAX _____

YACHT CLUB _____ DESIGNER _____
 BUILDER _____ HULL MATERIAL _____
 HULL COLOUR _____ DECK COLOUR _____ YEAR BUILT _____
 LOA _____ LWL _____ BEAM _____ DRAFT _____

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. As per Notice of Race 16.

SIGNATURE _____ DATE _____

I wish to enter: IMS IRC V60 or PHS (Yachts may nominate ONE Category only)

- Attached are:
- IMS Certificate, Verification of Stability and Stability Declaration.
 - ABS Approval
 - Photo is attached (15 x 10 cm vertical)
 - Advertising Category: A B C

THIS APPLICATION IS MADE SUBJECT TO THE CONDITIONS OF ENTRY AS PUBLISHED IN THE NOTICE OF RACE.
 NO ENTRY FEE IS REQUIRED WITH THIS APPLICATION FOR ENTRY. FOLLOWING ACCEPTANCE OF THIS **APPLICATION FOR ENTRY**, AN ENTRY FORM WILL BE FORWARDED TO THE ADDRESS SHOWN ON THIS APPLICATION. THE ENTRY FEE SHOULD BE RETURNED WITH THE ENTRY FORM (NOT THIS APPLICATION FOR ENTRY).