



Rolex Sydney Hobart Yacht Race

Cruising Division Information Sheet

Safety Regulations

- 1 Cruising boats will generally be required to comply with all of the safety regulations applicable to boats in the racing divisions, as detailed in the Notice of Race and set out in Yachting Australia's Special Regulations. There are however dispensations in the Notice of Race as to crew numbers and radios on cruising boats (as to which see below).
- 2 For the assistance of those who are familiar with Yachting Australia's safety requirements for category 2 races, the requirements for the Rolex Sydney Hobart (a category 1 race) are the same as category 2 with the addition of the following:
 - both an HF and a VHF radio must be on board (save that, with Yachting New South Wales approval (to be sought by CYCA), cruising division boats may participate with only a VHF if they have another suitable method of communication (such as a satellite telephone));
 - an identification number is required to be carried on each side of the bow (these will be supplied by CYCA);
 - 3 torches (instead of 2) must be on board ;
 - 2 crew members (instead of 1) must hold a Senior First Aid Certificate (or equivalent) or be practising doctors;
 - a second GPS must be carried , being a hand held and water resistant GPS;
 - one additional EPIRB must be carried for the second and each additional life raft on board;
 - 6 (instead of 4) red parachute flares are required;
 - a radar reflector must be carried;
 - a personal EPIRB must be carried for each crew member (these may be hired in Sydney);
 - 50% of the crew must have completed a Yachting Australia Safety and Sea Survival Course, or an equivalent.

Construction requirements

- 3 The safety regulations of Yachting Australia incorporate a requirement for all boats to be constructed in accordance with certain standards. The primary standards are the American Bureau of Shipping, known as the ABS test and the EC Recreational Craft Directive for Category A.
- 4 The construction rules do not apply to any boat built prior to January 1986.
- 5 Boats with a subsequent build date participating in the cruising division may satisfy the ABS test or the EC Recreational Craft Directive for Category A, or demonstrate compliance with an equivalent standard. It is suggested that boats considering entering the cruising division lodge an application for entry together with such details as they have as to the boat's compliance with these standards. The CYCA will then contact the owner to discuss how compliance may be demonstrated should the lodged paperwork not be sufficient on its own.

Liferafts

- 6 The requirements for liferafts are set out in Yachting Australia's Special Regulations. The safety auditor will be seeking an inspection certificate indicating that the liferaft complies with the requirements and will verify that the certificate is valid at least until the end of the race.
- 7 Liferafts meeting international requirements that are equivalent or more stringent are not required to be re-certified in order to be eligible for the race. If some additional items need to be added to the packed contents of a certified liferaft, it may be possible for those items to be included in a grab bag rather than the entire life raft re-packed.
- 8 For a cruising division boat that does not have a liferaft satisfying the requirements, a liferaft may be able to be hired through various commercial suppliers.

In addition, the CYCA is maintaining a database of its members that may be able to assist with their own liferafts, and could put owners of cruising boats in touch with those members if needed. The owners concerned would then make their own arrangements as to the liferaft, and the cruising boat concerned would need to satisfy itself as to the suitability of the liferaft for its purposes. Owners should contact Roger Wragby at the CYCA Sailing Office if they would like to avail themselves of this.

Stability requirement

- 9 The Notice of Race sets out what appears to be a complicated requirement for a boat to be able to demonstrate that it has sufficient stability. When boiled down, a boat in the cruising division can demonstrate stability in one of two basic ways:
 - First, if the boat has an IMS certificate (current or expired), that certificate could be used to demonstrate compliance. If the certificate is not current, more information may be required to verify that the information in it remains relevant (ie, if the boat has had significant changes made to it, the certificate may no longer be reliable).
 - Secondly, if the boat has no such certificate, it may demonstrate compliance with other documentation that CYCA deems satisfactory. That could be design and build information about the boat, showing a GZ curve and the angle of vanishing stability (or AVS). If it is a production boat, satisfactory stability information may be obtainable from the manufacturer.

The final determination as to the acceptability rests with CYCA.

Sea Safety and Survival Certificate

- 10 As noted above, the safety regulations of Yachting Australia include a requirement that 50% of the crew have completed a Sea Safety and Survival Course (SSSC). The CYCA endorses this requirement, and encourages all crew of all boats to participate in such a course or some recognised equivalent.
- 11 Courses are conducted by a number of organisations, including Pacific Sailing School and Getaway Sailing. CYCA believes that courses conducted by organisations which include a dip in the Qantas training pool are very useful.

Experience

- 12 It is not necessary that the crew of a cruising division boat have previously done a Rolex Sydney Hobart Yacht Race in order to be eligible this year. The CYCA will need to be satisfied however that at least half the crew have participated in a like race or an equivalent passage. Details of crew experience should be set out in the entry form.

Radios

- 13 A cruising division boat without an HF radio may nonetheless participate if it seeks a dispensation from the CYCA (who in turn must seek approval from Yachting NSW) and demonstrates that it has a satisfactory alternative method of communication such as a satellite telephone. A VHF radio is mandatory.

Safety audit

- 14 A boat needs to arrange for its safety gear to be audited prior to the race. This may be arranged through the CYCA Sailing Office.
- 15 It is not necessary for each item with a use-by or expiry date to have at least 12 months to run at the time that the safety audit is carried out. The auditor will record the expiry dates and the Sailing Office will contact you as items expire to arrange for them to be replaced.

Crew number

- 16 As long as the boat has a VHF radio at the steering station (which may be a waterproof hand held radio or a cockpit speaker) and an autopilot, a boat may have 4 crew. Otherwise it must have 6.

Race Briefing / Weather Briefing

- 17 Cruising boats will be required to attend the same race and weather briefings as race boats. They will be supplied with the same information.

Start line / start time

- 18 Cruising division boats will start at the same time as the other divisions. This will be 1:20pm on 26 December.
- 19 The cruising boats will be starting on the same start line as the race boats.

Periodic position reporting / weather schedules

- 20 Cruising boats with HF will participate in the position report and weather schedules conducted by radio 4 times a day. Those utilising the alternative communication option in the Notice of Race will supply their positions to the Race Committee in another way.
- 21 As is usual for an event of this type, it is a requirement that all vessels maintain a 24 hour listening watch on VHF Channel 16.

Format

- 22 Cruising boats are not scored on the basis of their elapsed time to get to Hobart.
- 23 A cruising boat may nominate the times at which they propose to get to certain points on the course from Sydney to Hobart, and will be awarded points depending on how close they are to their prediction. The skipper will nominate the times just prior to the start depending on the boat's view of the prevailing weather patterns.
- 24 A cruising boat may if it wishes not participate in the point score and simply cruise to Hobart. In this case the boat will be awarded no points.
- 25 Cruising boats may not arrive in Hobart prior to the first race boat! Thus whilst they may motor, they need to keep behind the first race boat if there is not much wind.

Use of engines and autopilots

- 26 Cruising boats may use their engines and their auto-pilots as they see fit.

Going ashore

- 27 Cruising boats may stop wherever they like and go ashore for as long as they like.