



MONTAGUE ISLAND YACHT RACE

NOTICE OF RACE

SYDNEY, AUSTRALIA // 17 MARCH 2023

The Montague Island Yacht Race 2023, will be conducted on the waters of Sydney Harbour and the Tasman Sea.

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race.

The race is organised and conducted by the Cruising Yacht Club of Australia ("CYCA" or the "Organising Authority").

1 RACE

- 1.1. The race is a 320 nautical miles passage race.
- 1.2. The start and finish of the race will be in Sydney Harbour, New South Wales. Details of the course will be included in the Sailing Instructions.
- 1.3. The warning signal for the race will be signaled at 1855 hours on 17 March 2023, with the starting signal at 1900 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;

- the IRC Rules 2022 Parts A, B and C;
- the ORC Rating System Rules 2022; and
- the prescriptions and special regulations of Australian Sailing ("AS Special Regulations")

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

The Official Notice Board is located on the ground floor of the CYCA. Notices posted on the Official Notice Board may also be published on the race website.

2.4 Sailing Instructions

The Sailing Instructions will be issued prior to 1200 hours 13 March 2023. The Sailing Instructions will also be published on the race website.

3. ELIGIBILITY

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

3.1 Boat:

A boat shall:

- (a) be single hulled;
- (b) have a:
 - (i) Hull length (as defined in The Equipment Rules of sailing of World Sailing and referred to in IRC as "LH" and ORC / IMS as "LOA") of not more than 30.48 metres if entered as a fully crewed boat (NOR 3.4.1) and not more than 19.90 metres if entered as a two-handed boat (NOR 3.4.2); and
 - (ii) Hull length of not less than 9.00 metres for all boats; and
 - (iii) 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 2.

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 A 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 race or that it is covered for yacht races of a length greater than 320 nautical miles.

3.3 Handicap Categories/Class

- (a) A boat shall enter one or more of the following handicap categories:

(i) IRC Boats

A fully crewed boat (NOR 3.4.1) may only enter the IRC Handicap Category if the boat:

- has a current, valid Endorsed IRC Certificate;
- has been weighed on scales by a RORC or UNCL approved measurer or the boat's weight is derived from its ORCi certificate (dispensation from weighing may be granted by the Race Committee if the boat weight is prohibitive of doing so).

A two-handed boat (NOR 3.4.2) 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 (dispensation from weighing may be granted by the Race Committee if the boat weight is prohibitive of doing so);
- limits the output of the autohelm to the rotation of the boat's stern rudder(s).

All boats may additionally hold a secondary valid Endorsed IRC Certificate (refer Southern Hemisphere Rule 8.2.1 Amendment). Owners shall declare to the Organising Authority 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) ORCi Boats

A fully crewed boat (NOR 3.4.1) may only enter the ORCi Handicap Category if the boat has a current, valid ORCi certificate.

- A two-handed boat (NOR 3.4.2) may only enter the ORCi Handicap Category if the boat:
- has a current, valid ORCi certificate;
- limits the output of the autohelm to the rotation of the boat's stern rudder(s).

(iii) Performance Handicap (PHS) Boats

A fully crewed boat (NOR 3.4.1) that does not enter one or both of the above shall enter the Performance Handicap Category.

A two-handed boat (NOR 3.4.2) that does not enter one of both of the above or does not have an autohelm limited to the rotation only of the boat's stern rudder(s) shall enter the Performance Handicap Category.

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

3.4 Crew

3.4.1 Fully Crewed boats

- (a) A boat shall have a minimum of 5 crew.
- (b) The minimum age of all crew is 16, with a majority of the crew being of a minimum age of 18 years. Crew aged between 16 and 18 years must provide evidence to the Race Committee demonstrating past sailing experience.
- (c) The Race Committee may, in its absolute discretion, refuse to allow any crew member aged between 16 and 18 years of age to participate in the race.
- (d) At least 50% of the crew shall have completed a Category 2 race or a passage that the Race Committee deems equivalent.
- (e) At least 30% 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/>.
- (f) At least two crew members shall:
- (i) be a practising medical practitioner; or
 - (ii) hold a current Senior First Aid Certificate; or
 - (iii) hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.4.1(f)(ii).
- (g) 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. It is recommended that at least two crew members hold a Long- Range Marine Radio Operators Certificate of Proficiency (LROCP).
- (h) It is recommended that the skipper or 2IC have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

3.4.2 Two Handed boats

- (a) A boat shall have 2 crew.
- (b) The minimum age of all crew is 18.
- (c) At least one crew member shall have competed in a Category 4 or higher two-handed division or race in the last three years.
- (d) Both crew members shall have completed a Category 2 race or a passage that the Race Committee deems equivalent (fully crewed or two-handed).
- (e) Both crew members shall have completed a minimum 100nm two-handed race or passage (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 Senior First Aid Certificate; or
 - (iii) hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.4.2(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. It is recommended both crew members hold a Long- Range Marine Radio Operators Certificate of Proficiency (LROCP).
- (i) It is recommended that at least one crew have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

3.5 Documentation and Fees

- (a) The following shall be supplied to the Sailing Office no later than 1200 hours on 13 March 2023
- (i) completed entry (including the Conditions of Entry form) through the online entry system;
 - (ii) verification of stability (refer NoR 3.1(c)(i) and Appendix A);
 - (iii) verification of hull construction standards (refer NoR 3.1(c)(ii));
 - (iv) current keel inspection certificate (refer Special Regulations 3.02.4 to 3.02.6);
 - (v) declaration of Crew Experience (through the Crew List in the online entry) (refer NoR 3.4);
 - (vi) For a boat entered in a two-handed category (3.4.2) the two-handed crew experience declaration as supplied by the Organising Authority; and
 - (vii) 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.
 - (viii) Audited AS Special Regulations Equipment Audit Form for Category 2 or higher category. NB: **CYCA require all audits be dated after 30 June 2022.**
 - (ix) Inflatable lifejacket service certificates (AS Special Regulations 5.01.5 as supplemented by NoR 7.4(h));
 - (x) Life Raft Inspection Certificate(s) (AS Special Regulations 4.19.4(b));
 - (xi) CYCA Radio Inspection Certificate (AS Special Regulation 3.25.3 as supplemented by NoR 7.4 (d));
 - (xii) 406 EPIRB proof of registration (AS Special Regulations 4.18);
 - (xiii) Class, Measurement and Rating Certificates, as required (NoR 3.3);
 - (xiv) Certificate of Currency of Insurance, in English, with details of the cover and the insurer (NoR 3.2);
 - (xv) Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalent (NoR 3.4);
 - (xvi) Medical Qualifications / First Aid Certificates (NoR 3.4);
 - (xvii) Short-Range Marine Radio Operators Certificates of Proficiency (SROCP) in Radio Telephony or acceptable higher qualification (NoR 3.4);
 - (xviii) Crew list to be completed through the online entry;
 - (xix) AIS MOB Declaration, as supplied by the Organising Authority
 - (xx) Disclaimer and Acknowledgement of Rights Form, signed by each crew member or, if the crew member is under the age of 18, the Disclaimer and Acknowledgement of Rights Form for minors, signed by the Parent/Guardian of the crew member (NOR 13). In each case the form is to be as supplied by the Organising Authority.

The boat is responsible to ensure that the final documentation is received by the Organising Authority.

(b) Entry Fees

A boat shall pay the following fees by 1200 hours on 13 March 2023:

	CYCA Member	Not a CYCA Member
(i) Entry fee	A\$150	A\$175
PLUS an additional fee may be charged to boats that have not complied with the documentation requirements in NoR 3.5(a) (ii) to (xxi) by 1200 hours on 13 March 2023	A\$150	A\$150

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.
- All fees are non-refundable.

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.

3.6 Briefings

A boat shall satisfy the following briefing requirements:

(a) Compulsory Race Briefing

A compulsory race briefing will be held on 15 March 2023 at 1800 hours by webinar (link to be provided).

Two crew members, who are any of the Owner (if the Owner is a member of the crew), Skipper, Second in Command (2IC) or Navigator, shall register and view the whole of the race briefing online. Both crew shall lodge the race briefing declaration (<https://cycaforms.seamlessdocs.com/f/MI23RaceBriefing>) confirming attendance by 1700 hours on 16 March 2023.

4. CHANGES TO SUPPLIED DOCUMENTATION

- 4.1 The Race Committee will not accept a change to a boat's IRC or ORCi Certificate or a change in declaration for a primary or secondary IRC Certificate after 1900 hours on 16 March 2023 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 3.5(a) and (b).
- 4.3 The Race Committee may accept changes to documentation required in NoR 3.5(a) and (b) after the required lodgement date, subject to any conditions that the Race Committee may impose.
- 4.4 A boat's crew list may be changed after 13 March 2023 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 3.4.

5. DETERMINATION OF ELIGIBILITY

A decision of the Organising Authority or the Race Committee as to any matter under NoR 3, including as to whether a boat and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

6. SCORING

6.1 Overall Winner

The overall winner of the Montague Island Race will be the boat that wins the overall IRC Handicap Category.

6.2 IRC

- (a) Results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time.
- (b) The boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.3 ORCi

- (a) Results will be decided by the application of the Time-on-Time Simplified Scoring Option, using the ToT Offshore rating as printed on each boat's ORCi Certificate, as a multiplier of elapsed time.
- (b) The boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.4 PHS Divisions

- (a) Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time.
- (b) A boat's TCF will be determined by the Race Committee or its nominee. The determination of the TCF will not be subject to protest or redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).
- (c) The boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

7. CHANGES TO RATING SYSTEM RULES AND RRS AND ADDITIONS TO AS SPECIAL REGULATIONS

7.1 Changes to the IRC Rules

- (a) IRC Rule 21.1.5 (e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
- (b) IRC Rules 11.2 & 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker than shown on the boat's IRC Certificate without an increase of rating.
- (c) IRC Rule 15.1 is deleted. Refer NOR 7.3 (d).
- (d) IRC Rule 15.2 (d) is amended to: A fully crewed boat (NOR 3.4.1) shall not use stored power for steering.
- (e) IRC Rule 21.3.6: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category shall declare using any spar as a whisker pole to set a headsail or a flying headsail to leeward. Boats using a spar or whisker pole to set a headsail to windward do not have to make this declaration.

7.2 Changes to the ORCi Rating System Rules

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

7.3 Changes to the Racing Rules of Sailing

- (a) Add the following to RRS 41:
 - (e) Whilst racing a boat may retrieve data from any page of the race website details of which are provided in the Sailing Instructions, even if that page is not publicly available. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customised for a particular boat or group of boats. A boat may however obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost.
 - (f) A boat may receive assistance in ensuring that satellite or cellular communication systems on board are able to transmit and receive data.

- (b) RRS 44: Alternative penalties may be changed in the Sailing Instructions and may include different penalties for infringements just after the start compared to penalties for infringements in the rest of the race.
- (c) RRS 51: Only those boats whose Rating Certificate(s) have been computed taking into consideration variable ballast are allowed to move this and only this ballast. All other moveable ballast shall be properly stowed.
- (d) RRS 52: RRS 52 is changed for fully crewed boats (NOR 3.4.1) to: The rotation of a boat's rudder shall be adjusted and operated only by the power provided by the crew.
RRS 52 does not apply to a boat entered in a Two-Handed Handicap Category (NoR 3.4.2).
- (e) RRS 61.3: There is no time limit on protests by the Race Committee or the Protest Committee.
- (f) RRS 64.1: The Protest Committee 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 3.5(a)).

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

7.4 Additions to AS Special Regulations

Below are additional requirements to the AS Special Regulations:

- (a) Special Regulation 3.25.1: VHF Radio shall be the primary means of communication.
A boat shall carry a satellite phone on board (refer AS Special Regulation 3.25.1(a)(ii)).
- (b) Special Regulation 3.25.3(b): A boat shall provide a CYCA Radio Inspection Certificate with the pre-start documentation where a current certificate is not already held by the Organising Authority. The CYCA Radio Inspection Certificate is to be completed by an accredited radio technician to verify the adequacy of the installation and operation of the radios.
- (c) Special Regulation 4.09(a): An AIS Transponder 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 (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).
- (d) Special Regulation 5.01.1(h): A lifejacket shall be worn by each member of the crew at, but not limited to, these times:
1. When on deck between the hours of sunset and sunrise
 2. When alone on deck
 3. When on deck when the true wind speed is 25 knots or above
 4. When on deck when visibility is less than 1 nautical mile.
- (e) 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.
- (f) A Two-Handed boat (NoR 3.4.1) shall be fitted with an autohelm.

8. CHARTS

The following charts shall be carried on board (refer AS Special Regulation 4.10):

- AUS 807 – Montague Island to Jervis Bay
- AUS 808 – Jervis Bay to Port Jackson

9. MEASUREMENT AND INSPECTION

- 9.1 A boat shall permit a representative of the Race Committee to conduct spot inspections, if so requested by the Race Committee. Spot checks may be carried out prior to the warning signal or after a boat finishes or retires.
- 9.2 The Race Committee may require re-measurement of any boat at any time. If this is done separately to a protest or redress hearing, then the costs of such re-measurement shall be the responsibility of the boat.

10. DISCLAIMER

- 10.1 All those taking part in the race do so at their own risk and responsibility. Crew members or, if the crew member is under the age of 18 years, a parent or guardian, shall acknowledge this, release the Organising Authority, and their respective officers, employees, volunteers and members, from all liability and grant the rights referred to in NoR 12.2 by signing a Disclaimer and Acknowledgment of Rights Form, as supplied by the Organising Authority.
- 10.2 **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”.
- 10.3 By taking part in this race each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with CYCA COVID-19 protocols and New South Wales Government’s COVID-19 regulations or requirements.

11. PRIZES / TROPHIES

- 11.1 Trophies and prizes will be awarded as appropriate to the number of Handicap Categories and Divisions.
- 11.2 Prizes will be awarded at the Summer Season Prizegiving on 14 April 2023

Contact Details

Cruising Yacht Club of Australia
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Email: sailingoffice@cyca.com.au

Appendix A - Stability Requirements**General**

The requirements specified in this appendix apply to all boats intending to enter 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 boat are subject to action under RRS 69.1. If found guilty the penalty could include disqualification from the Montague Island Yacht Race 2023. 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 110 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A except that the angle of vanishing stability (AVS) shall be a minimum of 115 (The OA may elect to obtain technical advice as to a boats eligibility and the data and documentation supplied, at the cost of the entrant concerned. This may include having measurements redone and documentation reproduced by another Naval Architect).

Moveable Variable Ballast Boats

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- an ORCi Stability Index of 110 and a Ballast Leeward Recovery Index of 0.9 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A and a Knockdown Recovery Factor of minimum 0.9 (The OA may elect to obtain technical advice as to a boats eligibility and the data and documentation supplied, at the cost of the entrant concerned. This may include having measurements redone and documentation reproduced by another Naval Architect).

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.

Boats previously holding a valid ORCi Certificate

A boat without a current valid ORCi Certificate but with a previously valid (but not current) 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.

Boat achieving ISO 12217-2 Design Category A

A boat with a current, valid certificate demonstrating that it achieves International Standard ISO 12217-2 Design Category A in the calculation of the 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

All Boats

Other than in the case of a boat that submits a current, valid ORCi Certificate, the Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.