

# Notice of Race

# 2015-2016 Sovereign Series

Incorporating the  
Melbourne to Hobart  
"Westcoaster" Yacht Race

**WESTCOASTER**

MELBOURNE - HOBART  
ORCV OCEAN RACE

V1.00



# WELCOME TO THE WESTCOASTER

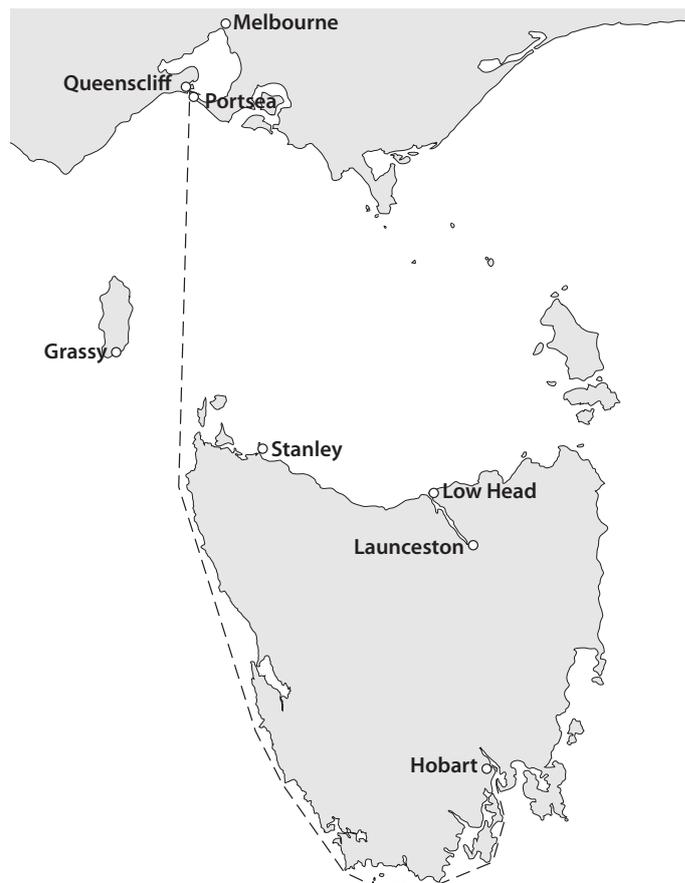
Arguably Australia's most challenging ocean race, the Melbourne to Hobart starts from Portsea Pier on 27<sup>th</sup> December each year. The course takes the competitors out of Port Phillip, across Bass Strait, travelling down the rugged West Coast of Tasmania and rounding the southernmost tip of Australia before heading up the Derwent River to the finish in Hobart.

This is a race run for yachties by yachties. It presents an amazing challenge to the participants and is run with a level of spirit and camaraderie not often seen. There are no fat wallet yachts here, just great sailors working hard to earn the right to wear the yellow cap of a West Coast racer.

The 480 nautical mile blue-water classic Melbourne to Hobart Yacht Race was the brainchild of Stan Gibson from Hobson's Bay Yacht Club in Melbourne and Dr Joe Cannon at Derwent Sailing Squadron in Hobart. It was intended as an alternative for Victorian and South Australian sailors who wanted to be in Hobart for the celebrations but did not want the logistical hassle of getting the yacht up to Sydney to compete in the Sydney to Hobart.

Initially, the new race received widespread criticism because of the fearsome reputation of the west coast of Tasmania. Critics described it as Russian Roulette with yachts. However, Stan Gibson had done a study of the weather patterns at the time and convinced critics that it was not as dangerous as initially believed in its inaugural year of 1972. Now in its 40<sup>th</sup> year, and despite the early reservations, the race has proven to have an enviable safety record due largely to the careful management and education programs put in place by the ORCV, a leader in ocean racing safety in Australia.

The race presents in five parts, each with its own challenges. The Bass Strait crossing to the gap between King Island and the north west corner, the north west corner (Cape Grim) to the South West Cape (the west coast), the South West Cape and Maatsuyker Island to



Whale Head (the south coast), Whale Head across the bottom of Bruny Island and into Storm Bay and finally the Derwent into Hobart.

The race starts in Bass Strait, a notorious piece of water which often experiences strong South Westerlies at this time of year. Add to this the fact that there are some tricky currents, especially towards the gap between King Island and the North West corner. Most navigators concentrate on when they will arrive at the gap and where they should pass through it. This can significantly affect a yacht's position going into the coast.

The West Coast proper starts at Cape Grim. Although the wind is often from the West or North West, there are many challenges in this section. This is a wild and beautiful part of the world not seen by many sailors.



Below Maquarie Harbour, we leave the last vestiges of civilisation behind and don't rejoin them until we reach Bruny Island.

The South Coast can often be the highlight of the trip. The South West Cape and the South Coast are some of the most beautiful areas of the world and the sail across gives you a view of those from a perspective rarely granted to the land based bush walker. However there can be a cost as you are sailing on the edge of the Southern Ocean with strong Westerlies driving the yachts hard from behind and raising massive swells. The race goes south of Maatsuyker Island, a mark of the course and the furthest South the fleet goes. After that there is a feeling that the worst is over and you are heading north again.

Past Whale Head, the end of the South Coast, the fleet heads east north east around Bruny Island and the Friars. Some yachts with local knowledge have been known to go through the Friars but most tend to go

around and avoid tempting fate. Past the Friars and the yachts enter Storm Bay proper. At this stage you often gain sight of yachts in the other race. Tactics vary according to the wind. Most yachts will try and keep clear of the high headlands along Bruny Island which can often throw wind shadows.

The race can be won or lost on the fickle section up the Derwent River. Ideally no one wants to be caught in the river at nightfall. Local knowledge can be so valuable here as the Derwent offers the experience of complex wind patterns and mechanisms.

The warmest of welcomes awaits the finishers at the Elizabeth Street Pier. It is a point of honour in this race that no yacht finishes unheralded and many a yachty has been roused from the local watering holes or comfy berth to meet late night or early morning finishers. Somehow a cold slab is always produced no matter what the time and the previous finishers raise three cheers in honour of the crew.



# NOTICE OF RACE

THE 2015-2016 SOVEREIGN SERIES, INCORPORATING THE 2015 MELBOURNE TO HOBART "WEST-COASTER" YACHT RACE, WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP, BASS STRAIT, THE WEST AND SOUTH COASTS OF TASMANIA, STORM BAY AND THE DERWENT RIVER. OWNERS OF ELIGIBLE YACHTS ARE INVITED TO ENTER THIS RACE UNDER THE CONDITIONS OF THIS NOTICE OF RACE. THE RACE IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) INC WITH THE CO-OPERATION OF THE DERWENT SAILING SQUADRON.

## 1. SOVEREIGN SERIES RACES

### 1.1 Race 1: **2015 Cock of the Bay Yacht Race**

The warning signal for the race will be displayed at 1025 (Australian Eastern Daylight Time) on 26 December 2015.

This is a Category 6 race conducted in Port Phillip between Station Pier and Blairgowrie and Mornington. There will be a separate Notice of Race for this race.

### 1.2 Race 2: **2015 Melbourne to Hobart "West-coaster" Yacht Race**

The warning signal for the race will be displayed at 1455 (Australian Eastern Daylight Time) on 27 December 2015.

This is a Category 2 race conducted from Portsea through the Heads, across Bass Strait, down the West Coast of Tasmania, across the South Coast to Storm Bay and up to Hobart.

### 1.3 Race 3: **DSS King of the Derwent Yacht Race**

The warning signal for the race will be signalled at 1355 (Australian Eastern Daylight Time) on 2 January 2016.

This is a Category 5 race conducted on the waters of the Derwent River. There will be a separate Notice of Race for this race.

1.4 The details of courses including marks will be in the Sailing Instructions for each race.

## 2. RULES

2.1 The race will be governed by the current versions of:

- The 2013-2016 Racing Rules of Sailing (RRS) of the ISAF, together with the prescriptions and safety regulations of Yachting Australia (YA);
- The Special Regulations of the Ocean Racing Club of Victoria (ORCV);

- Where applicable, the rules and regulations of the Australian Measurement System (AMS) and the IRC Rule Parts A, B and C;
- The International Regulations for the Prevention of Collisions at Sea;

except as amended by this Notice of Race and the Sailing Instructions for each race.

2.2 ORCV reserves the right to amend this Notice of Race. Amendments will be published on the event website ([www.orcv.org.au](http://www.orcv.org.au)).

2.3 By entering this series, the owner of a yacht agrees that this Notice of Race (including amendments) and the entry form, the rules and regulations referred to in paragraph 2.1 and the Sailing Instructions shall be complied with by the yacht and by the owner.

2.4 The Sailing Instructions will be issued through the event website prior to the race briefing.

## 3. CATEGORIES AND DIVISIONS

3.1 The Sovereign Series will be conducted with the following handicap categories:

- IRC
- AMS
- Performance
- Double Handed

3.2 The Race Committee may, at its discretion, allocate yachts to divisions within a handicap category.

3.3 Within the IRC and AMS Handicap Categories, all yachts will be scored in the combined overall result for that category as well as in the individual divisions.

3.4 Where fewer than 5 entries are received for a racing handicap category, other than the Double Handed Category, the Race Committee reserves the right to reallocate those yachts to another handicap category.

3.5 A yacht may enter any handicap category for which it is eligible and any combination of those handicap categories.

#### 4. ELIGIBILITY

4.1 The races are open to monohull yachts of a thoroughly seaworthy nature, which are entered by a member of a yacht club recognised by a State Yachting Authority.

4.2 Each yacht shall comply with the eligibility requirements listed in *Appendix B - Yacht Eligibility Requirements* on page 12.

4.3 The ORCV may require re-measurement of any yacht prior to the yacht racing.

4.4 The crew of each yacht must meet the eligibility requirements listed in *Appendix C - Crew Eligibility Requirements* on page 15.

4.5 A decision of the ORCV or the Race Committee as to any matter under this paragraph (4), including as to whether a yacht 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.

4.6 All safety equipment shall be on board and available for inspection. On request by the Race Committee, yachts shall be made available for spot inspection to audit safety regulation compliance.

Spot checks may be carried out prior to the warning signal and may be carried out after a yacht finishes.

#### 5. APPLICATION FOR ENTRY

5.1 An application for entry must be made on the ORCV's online entry system at [www.orcv.org.au](http://www.orcv.org.au).

5.2 To qualify for the Early Bird Entry Fee, a completed application for entry must be received by the ORCV by 1200 on Wednesday, 11 November 2015. The ORCV will consider entries after that date but the full entry fee will apply. Late entries that are accepted may not appear in any fleet guide and may not be eligible to receive crew shirts and other paraphernalia.

5.3 Each yacht shall submit to the ORCV, no later than 1200 on Wednesday, 18 November 2015, the documentation listed in *Appendix D - Entry Documentation* on page 16.

**Privacy Note:** Personal information about crew members is obtained in crew lists. That information is obtained for use in search and rescue situations and for media purposes.

The information will be given to search and rescue authorities and organisations, the Water Police, volunteer coastal stations and media representatives and may be passed on by them to other organisations.



A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the ORCV.

- 5.4 The ORCV is not obliged to accept an application for entry.
- 5.5 In accordance with RRS 76.1 the ORCV may reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.
- 5.6 Documentation supplied to or held by the ORCV under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 1700 on 24 December 2015.
- 5.7 A yacht's rating certificate shall not be changed after 1700 on 24 December 2015 except as a result of a rating protest or to correct a rating office error.
- 5.8 A yacht's crew list may be changed to correct errors, to reflect late crew changes or after protest, but shall not be changed later than one hour prior to the starting signal. After any change to a crew list, the yacht shall still satisfy the general requirements of paragraph 4.4. Changes to the crew or details of any crew member shall be notified through the online entry facility on the ORCV web site or by mobile phone on the day of the race.

## 6. FEES

6.1 Race fees may be paid by credit card, cheque, EFT or bank draft on submission of the entry form or late documentation, as appropriate. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

### 6.2 Series Entry

All fees are for the series and one handicap category. A further category fee is payable for each additional handicap category over the initial one.

Early Bird Entry (before 11/11/2015) . . . . .	\$585
Series Entry (after 11/11/2015). . . . .	\$735
Additional Categories (each) . . . . .	\$75

These fees include entry into the Cock of the Bay and the King of the Derwent race and the Sovereign Series, scoring all three as a series.

All ORCV and DSS members will receive a 15% discount on the race entry fee.

### 6.3 Crew Fees

Crew fees are payable for each crew member sailing in Race 2.

ORCV or DSS Members . . . . .	\$50
Non-Members . . . . .	\$100

This fee will include the cost of a race shirt and cap. Late entrants are required to pay this fee but may not be eligible to receive these items.



6.4 For individual race entries for the Cock of the Bay and DSS King of the Derwent races, consult the Notice of Race for those races.

## 6.5 Refund Policy

Yacht races are time consuming and expensive to organise and that expense is incurred before a race starts. As a result, the following policy has been agreed by the General Committee of the ORCV:

- Race entry fees are not refundable after the closing date for entries in that race.
- For races which start at the scheduled time, yachts which withdraw their entry after the closing date for entries shall incur an administration fee and all direct costs for the event including tracker, merchandise or catering expenses as appropriate.
- Yachts that withdraw after the start of a race are liable for all race and crew expenses.
- For races which are abandoned by the ORCV, yachts will be given credit of their entry and crew fees to the next race in which they sail.
- For races which are postponed by the ORCV and resailed later, yachts which cannot participate in the resailed race may write to the ORCV and request credit of their entry and crew fees to the next race in which they sail.

## 7. SCORING

### 7.1 IRC

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.

### 7.2 AMS

Results will be calculated by the application of the AMS Time Correction Factor (TCF) as a multiplier of elapsed time. The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

### 7.3 Performance

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.

### 7.4 Double Handed

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.

### 7.5 Sovereign Series Scoring

Yachts entering all three races of the Sovereign Series shall be eligible for Sovereign Series trophies. Points shall be awarded in each race according to the corrected time results for each Division as follows: 1<sup>st</sup> – 1 point, 2<sup>nd</sup> – 2 points, 3<sup>rd</sup> – 3 points and so on. Only yachts entered in all races in the series shall be considered when allocating points.

Yachts not starting or being disqualified in any race shall receive points for that race equal to the number of competitors for the race + 2.

Yachts starting but not finishing in any race shall receive points for that race equal to the number of competitors + 1.

The yacht with the lowest total of points for the series in each division shall be the winner of the series trophy for that division.

Ties shall be broken in favour of the yacht with the highest placing in Race 2.

For the DSS King of the Derwent Race, the ORCV will score yachts under IRC and AMS for the purposes of the Sovereign Series even though these handicap divisions are not offered as part of this race.

For the DSS King of the Derwent Race, the ORCV will score yachts under Performance Handicap using the handicaps allocated for the series by the ORCV.

7.6 The scoring system will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).

7.7 Prorated positions may be used to determine a result for the race in the event that the race is shortened.

## 8. TROPHIES

### 8.1 The Melbourne to Hobart Yacht Race

- The Heemskerk Perpetual Trophy will be awarded to 1<sup>st</sup> place on corrected time in the

measurement category with the largest number of entries, combined if multiple divisions exist. (Donated by Sir Donald Trescowthick AC, KBE)

- Edward Henty Perpetual Trophy for the second place overall on corrected time in the measurement category with the largest number of entries, combined if multiple divisions exist.
- Batman Perpetual Trophy for the third place overall on corrected time in the measurement category with the largest number of entries, combined if multiple divisions exist.
- Zeehan Trophy for the Navigator of the overall winner on corrected time in the measurement category with the largest number of entries, combined if multiple divisions exist. (Donated by the City of Melbourne and the Hobart City Council)
- Wrest Point Abel Tasman Trophy for Line Honours.
- Port Phillip Sea Pilots Trophy for first yacht through Port Phillip Heads.
- Alan Collins "Rookie Skipper" Prize.
- The City of Melbourne Perpetual Trophy for 1<sup>st</sup> on corrected time in Performance Handicap category, combined if multiple Performance Handicap divisions exist.
- First, Second and Third on corrected time in IRC, AMS, Performance Handicap and Double Handed categories in each division.

All trophies subject to sufficient entries.

The measurement handicap category with the largest number of entries to be used for awarding trophies will be announced at the conclusion of the Sign On Schedule.

## 8.2 The Sovereign Series

The Sovereign Series Perpetual Trophy will be awarded to the lowest scoring yacht in the measurement category with the largest number of entries, combined if multiple divisions exist.

The Fosters Lager Perpetual Trophy will be awarded to the lowest scoring yacht in the measurement category with the second largest number of entries, combined if multiple divisions exist.

Trophies will be awarded for the lowest scoring yachts in the other divisions.

8.3 For determining the measurement category to which the primary trophies are awarded, if the two categories (IRC and AMS) have the same number of entries, the trophies will be awarded to the IRC category.

## 8.4 Trophy Presentations

Melbourne to Hobart "Westcoaster" Yacht Race presentation of trophies will be held at a function at the Derwent Sailing Squadron at 1330 on 31 December 2015.

The DSS King of the Derwent and Sovereign Series presentation of trophies will be held at the Derwent Sailing Squadron in the afternoon of 2 January 2016.

# 9. CHANGES TO RULES

## 9.1 Changes to the IRC Rules

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

IRC Rule 26.6.2.2: In accordance with a prescription by Yachting Australia, a yacht in the IRC Handicap Category may carry one more spinnaker than shown on the yacht's IRC Certificate without an increase of rating.

## 9.2 Changes to the Racing Rules of Sailing

RRS 41: Whilst racing a boat may retrieve data from any page of the event website, details of which are provided in the Sailing Instructions, and other websites even if that page is not generally available.

RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

RRS 51: A yacht with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability to the extent permitted by their stability rating.

RRS 52: A shall be modified:

- to allow self-steering equipment to be used by yachts sailing Double-Handed,
- to allow the adjustment of movable water ballast or canting keels on any yacht, and
- to allow use of stored power for the adjustment of movable water ballast or canting keels on any yacht.

RRS 55: The rule is changed by adding the following sentence to the rule: *However, discarding bands when setting a sail will not be considered a breach of rule 55.*

RRS 61.3: There is no time limit on protests by the Race Committee or the Protest Committee.

RRS 78.2: Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.

## 10. TRACKING DEVICES

- 10.1 A yacht may be required to carry a tracking device supplied by the Organising Authority.
- 10.2 A yacht on which such a unit fails or ceases to operate will be required to provide additional position reports by radio in accordance with the Sailing Instructions.
- 10.3 A yacht that interferes with the normal operation of a tracking device or fails to comply with an Organising Authority request in regard to tracking devices will be subject to protest by the Race Committee.
- 10.4 An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the Organising Authority for the period it is carried on board.

## 11. BRIEFINGS

### 11.1 Compulsory Race Briefing

A compulsory pre-race briefing for entrants in Race 2 will be held at a location to be announced on Sunday, 20 December 2015 at 1400.

Yachts not based in Melbourne may make alternative arrangements in advance of the briefing date. Contact the ORCV office for more details.

At least two crew members from a yacht intending to compete shall attend the whole of this race briefing. It is recommended that the skipper and the navigator attend.

Any yacht that fails to be represented at this briefing and has not made alternative arrangements with the ORCV may be considered not to be a starter in the event.

### 11.2 Compulsory Weather Briefing

A weather briefing will be held at Blairgowrie Yacht Squadron on 27 December 2015 at 1000. At least two crew members from each yacht intending to race must attend this briefing. It is mandatory that the skipper and navigator attend.

- 11.3 If the required attendance at either the Race Briefing or the Weather Briefing is not met, the yacht will not be eligible to race

## 12. EVENT CLASSIFICATION & ADVERTISING

- 12.1 Advertising on a yacht shall comply with the requirements of ISAF Regulation 20 (ISAF Advertising Code) for Category C. The ORCV may decline to accept an application for entry of a yacht which, in its opinion, is carrying advertising which conflicts with governmental regulations. If in doubt, the ORCV should be consulted as soon as practicable.



- 12.2 An application for entry shall contain brief details of all advertising that a yacht intends to carry. The ORCV shall be advised of all changes to that advertising.
- 12.3 The advertising rules apply from 0700 on 27 December 2015 until the yacht leaves the Hobart docks precinct to return to her home port.
- 12.4 "M2H", "M2H-W", "Melbourne to Hobart Yacht Race", "Westcoaster" and "Sovereign Series" are trademarks of the Ocean Racing Club of Victoria and the use of the trademarks is absolutely restricted and limited to use by or with the consent of the ORCV.

### 13. SPONSORSHIP & SIGNAGE

- 13.1 A yacht shall display the sponsor's materials, which may include boom decals, bow decals and backstay flags, in accordance with this Notice of Race and the Sailing Instructions (ISAF Regulation 20.3.1(d)).
- 13.2 Entrants may be supplied with race flags bearing the sponsor's name, which should be flown in the vicinity of the yacht's backstay. The flag should be flown from at least 0800 on 27 December 2015 until 1730 and flown again after finishing and before berthing in Hobart and should remain hoisted whenever in port and preferably until at least midnight on 2 January 2016.

### 14. MEDIA RIGHTS & RESTRICTIONS

- 14.1 It is a condition of entry that the owner of the yacht and all crew members:
- acknowledge that the ORCV owns all media rights to the Melbourne Hobart "Westcoaster" Yacht Race and may exercise those rights as it sees fit.
  - grant the ORCV the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images and biographical information relating to the crew and photographs, video footage and audio recordings taken of the yacht and its crew prior to, during and after the race.
- 14.2 Crew members of yachts may, prior to, during and after the race, speak or provide material to any media representatives accredited by the

ORCV, regarding the race and the prospects, performance or strategy of yachts entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the ORCV, any sponsor and their officers and employees, the Race Committee, the Protest Committee, measurers or current or former sponsors of the ORCV. This approval may be revoked by the ORCV in respect of a yacht or media representative at any time.

- 14.3 Entrants acknowledge and accept the media restrictions referred to in this paragraph (14) by submitting their entry form.
- 14.4 Any breach of these conditions may, at the discretion of the ORCV or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a yacht (refer RRS 76.1). This does not limit the right of the ORCV to take any other action it sees fit to enforce compliance with these conditions.

### 15. DISCLAIMER

All those taking part in the race do so at their own risk and responsibility. Crew members must acknowledge this and release the ORCV and their officers, employees, volunteers and members from all liability.

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

*"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"*

### 16. MOORING ARRANGEMENTS

- 16.1 Melbourne: Visiting yachts requiring moorings in Melbourne should advise the ORCV office as soon as possible.
- 16.2 Portsea: While there is room, yachts may raft up together in the Blairgowrie Yacht Squadron marina for the night of 26 December 2015 under the direction of BYS officials. Yachts requiring individual berths should contact the Blairgowrie Yacht Squadron prior to the 30 November 2015 to arrange one.
- 16.3 Hobart: In the Hobart docks precinct at the direction of officials in Hobart.

# APPENDIX A - STABILITY REQUIREMENTS

The requirements specified in this appendix apply to all yachts intending to enter regardless of the handicap category in which they intend to enter.

## RESISTANCE TO CAPSIZE

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

- an ORCi Stability Index of 110 or greater for the configuration in which the yacht proposes to race, or
- ISO 12217-2 Design Category A.

## CERTIFICATE CURRENCY

A yacht without a current valid ORCi or IRC Certificate but with a previously valid (but not current) certificate shall supply its most recent previously valid (but not current) certificate with a Stability Index with a satisfactory margin to the minimum stability requirement for Race Category 2 events for the configuration in which the yacht proposes to race, accompanied by a completed Stability Declaration supplied by the Organising Authority.

## MOVABLE OR VARIABLE BALLAST

A yacht with movable or variable ballast shall provide evidence that it achieves not less than a Knockdown Recovery Factor of 0.9 under International Standard ISO 12217-2, calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the lesser of  $FKR_{90}$  and  $FKR_{-90}$  used. Special Regulations Appendix B 7.2.2 shall apply.

## FALSIFIED DOCUMENTATION

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. The incident would also be reported to Yachting Australia.

A determination by the Organising Authority or the Race Committee as to the suitability of supplied documentation in demonstrating a yacht's compliance with the stability requirements, as to whether there is a satisfactory margin as required by this Appendix or as to a yacht's compliance with the stability requirements is final and binding.



# APPENDIX B - YACHT ELIGIBILITY REQUIREMENTS

Check	Category	Requirement
	General	Yachts shall be built in accordance with the Special Regulations Part 1, Section 3.03 and Appendix C as applicable.  (Race 2 only) The Safety Regulations shall be those of YA Special Regulations, Part 1, Category 2.
	Insurance	The owner of a yacht entered in the race shall hold a marine legal liability insurance policy with respect to the yacht current when racing, with a sum insured of not less than A\$10 million. The insurance policy shall state that the yacht is covered for the race or that it is covered for yacht races of a length greater than the race length.
	IRC Yachts	A yacht may only be entered in the IRC Handicap Category if the yacht: <ul style="list-style-type: none"> <li>• has a current, valid IRC Certificate issued by RORC; and</li> <li>• has been weighed on scales by an RORC approved measurer; and</li> <li>• complies with all of the current IRC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).</li> </ul>
	AMS Yachts	A yacht may only be entered in the AMS Handicap Category if the yacht: <ul style="list-style-type: none"> <li>• has a current, valid AMS Certificate issued by YRSA Inc; and</li> <li>• complies with all of the current AMS Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).</li> </ul>
	Safety Audit	For race 2, each yacht must be inspected after 1 July 2015 by an ORCV Accredited Auditor. A signed copy of the Cat 2 Safety Equipment Compliance Form must forward to the ORCV with the rest of the entry documentation.  Details and guidance on the safety audit process may be found in the ORCV Year Book or obtained from the ORCV office.
	Radio Check	Primary radio support ( <i>Ocean Racing</i> ) will be provided by Kordia. Each yacht must carry out and pass a radio check/voice test of the race radio frequencies with Kordia in the period 01/12/2015 - 14/12/2015.  Race frequencies will be chosen from HF 4483, 6218, 8210 and 12305 kHz, all operated in simplex mode. Note: This may require changes to your yacht's HF radio configuration.  To arrange the radio check, contact Kordia on 02 6279 5774. Boats not recorded as having adequate radio signal strength and readability will not be eligible to start.

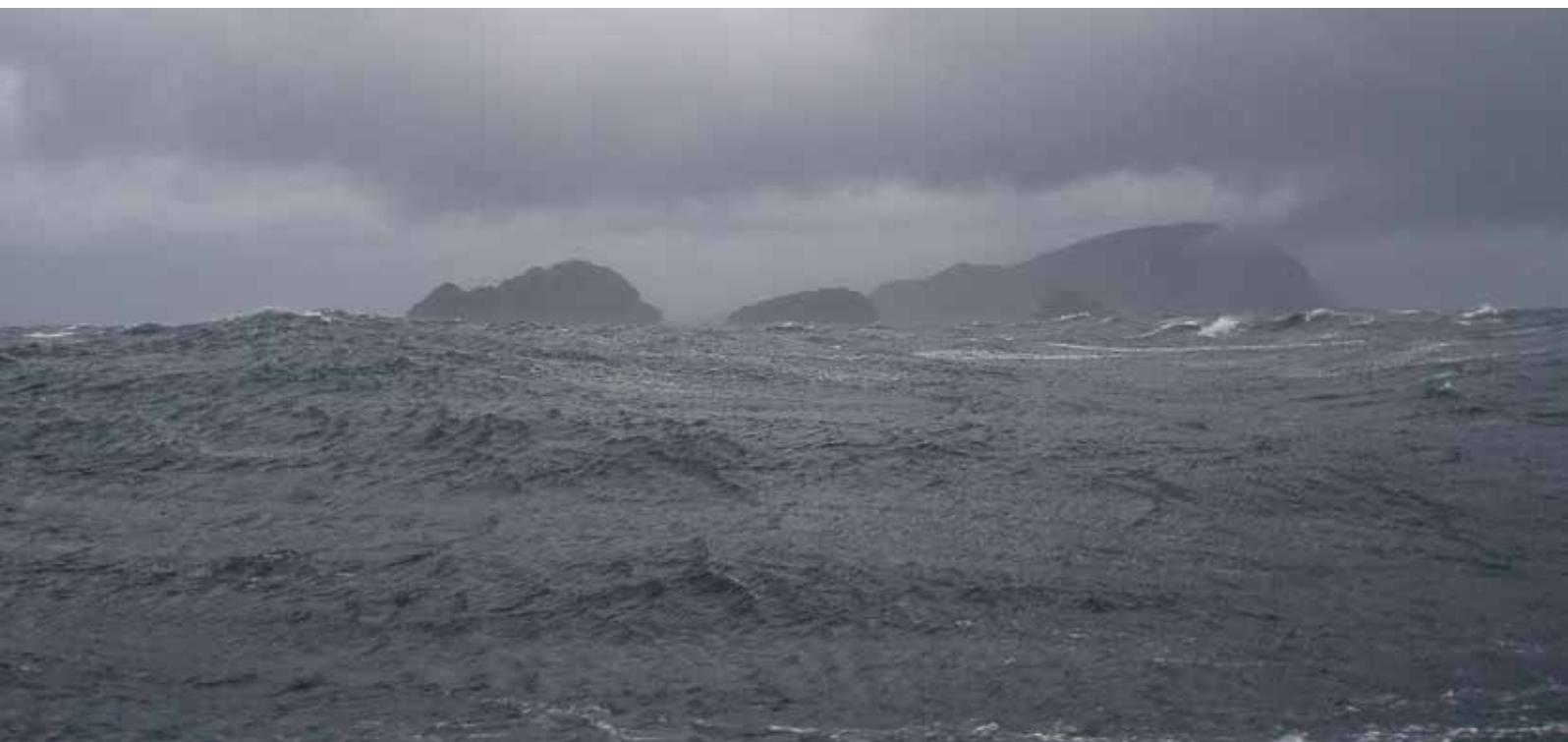
Check	Category	Requirement
	Qualifying Race or Passage	<p>A yacht shall substantially complete a qualifying race of not less than 150 nautical miles not more than twelve months before the start of the race. The qualifying races are:</p> <ul style="list-style-type: none"> <li>• ORCV Melbourne to Stanley Race</li> <li>• Maria Island Race, Tasmania</li> <li>• Haystack Island Race, South Australia</li> <li>• Other races approved by the ORCV</li> </ul> <p>Approval of an alternate qualifying race may be sought from the ORCV in writing.</p> <p>A yacht may, with the prior approval of the ORCV (to be sought in writing), obtain dispensation from the requirement to substantially complete a qualifying race by completing a non-stop ocean passage of not less than 24 hours not more than six months before the start of the race. A yacht which is granted dispensation shall submit a detailed log of the passage with the Pre-start Documentation.</p> <p>Dispensation from the requirements of this paragraph may be requested in writing to the ORCV.</p>



Check	Category	Requirement
	Charts	<p>The following paper charts must be carried by competing yachts:</p> <p>AUS 143 Port Phillip  AUS 158 Port Phillip South &amp; West Channels  AUS 144 The Rip  AUS 487 Bass Strait  AUS 789 King Island  AUS 178 Plans in Tasmania  ~ Stanley Harbour  ~ Approaches to Stanley Harbour  ~ Grassy Harbour  ~ Smithton  ~ Currie Harbour  ~ Wynyard  ~ Port Latta</p> <p>AUS 790 Stokes Point to Rocky Cape  AUS 791 West Point to Granville Harbour  AUS 792 Trial Harbour to Low Rocky Point  AUS 177 Approaches to Macquarie Harbour  ~ Strahan  ~ Hells Gates</p> <p>AUS 793 Low Rocky Point to South West Cape  AUS 176 Port Davey including Bathurst Harbour  ~ Bathurst Narrows  ~ Entrance to Bathurst Channel</p> <p>AUS 794 South West Cape to South East Cape  AUS 173 D'Entrecasteaux Channel  AUS 174 Plans in Tasmania South East Coast  ~ Recherche Bay  ~ Port Arthur  ~ Southport  ~ North West Bay  ~ Port Huon</p> <p>AUS 795 South Cape to Storm Bay  AUS 171 Hobart to Norfolk Bay  AUS 172 Port of Hobart  ~ Bowen Bridge  ~ Sullivans Cove</p>

# APPENDIX C - CREW ELIGIBILITY REQUIREMENTS

Check	Category	Requirements
	Membership	All persons sailing on competing yachts shall be members of a YA-affiliated club or an international equivalent. YA membership numbers or their international equivalents must be included on the crew list.
	Age	The minimum age of any person on board is 16 years, 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 Sailing Office demonstrating past sailing experience and hold a current SSSC certificate. The Race Committee may, at its absolute discretion, refuse to allow any crew members aged between 16 and 18 years of age to participate in the race.
	Experience	In accordance with YA Special Regulation 2.04, at least 50% of the crew (three persons if crew size is less than six) including the skipper and/or sailing master shall have sufficient experience, declared on the entry form and accepted as such by ORCV. For the Double Handed Division, both crew members must be accepted by ORCV as sufficiently experienced.
	Training	At least 50% of the crew on a yacht, with a minimum of three except for Double-Handed crews, shall have completed a Yachting Australia Safety and Sea Survival Course or an ORCV approved equivalent. Copies of crew members' current Certificates of Competence or equivalent shall be provided. It is recommended that the skipper or sailing master have a recognised Yachting Australia certificate (or equivalent) of at least an Offshore Skipper certification.
	First Aid	At least one crew member on a yacht shall hold a Senior First Aid Certificate or equivalent qualification or be a practising medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided.
	Radio	At least one crew member on a yacht shall hold a Restricted Operators Certificate of Proficiency in Radio Telephony issued by a relevant authority or higher qualification. Copies of the crew member's Certificate or other qualification shall be provided.
	Double Handed	For the Double-Handed Division, both crew must be over 18 years of age, have completed a YA SSSC or an ORCV approved equivalent, hold MROCP and Senior First Aid or equivalent qualification or be a practising medical practitioner.



# APPENDIX D - ENTRY DOCUMENTATION

Check	Documentation	Notes
	Crew List (Online), correctly and fully completed with all associated personal details. Boats are responsible for its accuracy and currency.	
	Audited Special Regulations Form for Category 2 Note: A Safety Equipment Compliance Declaration (Category 2) must be completed and carried on board and be available for inspection if required.	
	Verification of Hull Construction Standards In the case that a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance. In the case that a yacht relies on compliance with ABS, the yacht's ORCi Rating Certificate recording an ABS plan approval or, alternatively, statements signed by the designer and builder confirming that they have respectively designed and built in accordance with the ABS Guide. In the case that a yacht relies on compliance with ISO 12215 Category A, a certificate demonstrating that compliance, with written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with that ISO standard.	
	For entrants in AMS divisions a copy of a current AMS certificate.	
	For entrants in IRC divisions a copy of a current IRC certificate.	
	Yachting Australia Safety and Sea Survival Course Certificates or acceptable equivalents. Submitting the expiry date online is sufficient.	
	Senior First Aid Certificates or acceptable equivalents.	
	Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification. Submitting the certificate number online is sufficient.	
	406 EPIRB Certificate(s) or evidence of registration and currency.	
	Current Liferaft Inspection Certificate(s)	
	Current Insurance Policy	
	Evidence of Stability (see <i>Appendix A - Stability Requirements</i> on page 11)	
	Stability Declaration (as issued by the ORCV that no changes have been made to the yacht since the issue of the Evidence of Stability)	
	Verification of qualifying race or ocean passage if required.	
	Colour photograph of the yacht under sail, no older than 12 months and suitable for search and rescue purposes. This may be a copyright free digital photograph of a size not less than 6cm by 6cm with a resolution not less than 75 DPI.	