



# OSAKA CUP 2013

MELBOURNE/OSAKA DOUBLE HANDED YACHT RACE  
MARCH 2013

## Preliminary Notice of Race

The objective of the Melbourne to Osaka Race is to promote a challenging, long-distance and short-handed event that traverses the Pacific Ocean. In doing so, the Race Committee aim to provide a proving ground for true seamanship and to encourage the development of suitable seaworthy yachts, along with appropriate gear, supplies and techniques for short-handed crossing under sail.

Significantly, this event will celebrate the 35<sup>th</sup> anniversary of the sister city relationship between Melbourne and Osaka, which will further strengthen the ties between the cities and their ports.

### **1. The Race**

The race is to be sailed between a starting line to be established within Port Phillip and a finishing line to be set up within Osaka Bay. The approximate sailing distance is 5,500 nm or 10,200 km. The race is to be conducted nonstop by the crews, with a 30% elapsed time penalty applied to any boat receiving outside assistance.

### **2. Start Date**

The race will have a starting window commencing on March 17, 2013 and concluding on March 31, 2013. The main start will be on Sunday March 24, 2013. Depending on entries, slower boats will start earlier and faster boats after the main start.



### **3. Finish Line**

The finish line in Osaka Harbour will be open for a period of 21 days after the first boat finishes. Boats that finish after this time will need to record their own finishing time.

### **4. Rules**

The Race will be governed by:

- a. The rules as defined in the ISAF Racing Rules of Sailing 2009 – 2012 of ISAF ("RRS");
- b. The ISAF Offshore Special Regulations for Race Category 1 Monohulls, and any alterations or amendments as made by the Race Committee
- c. The International Regulations for the Prevention of Collisions at Sea;

### **5. Eligibility and Entry**

- a. All entries shall be sailing yachts crewed by two persons. No person may be substituted for either of the starting Skipper or Co-Skipper/Crew after the start.
- b. Yachts shall be single-hulled vessels of a thoroughly seaworthy construction, having a positive stability of not less than 115 degrees and an overall length (LOA) value of not less than 10.0 metres and not more than 18.3 metres.
- c. All competing yachts must be in Melbourne by February 1, 2013.

### **6. Entry Fee**

Fees for the Melbourne to Osaka Race are as follows:

- |                         |          |
|-------------------------|----------|
| On Registration -       | AU\$500  |
| By December 31, 2012 -  | AU\$2500 |
| After January 1, 2013 - | AU\$3000 |

### **7. Categories and Divisions**

The race will be conducted with the following handicap categories:

- IRC
- AMS (Australian Measurement System)
- Performance

## The 2013 Melbourne to Osaka Double-Handed Yacht Race.

At its discretion, the Race Committee may allocate boats to divisions within a handicap category. Where less than five entries are received for a handicap category, The Race Committee reserves the right to reallocate those boats to another handicap category.

A boat may enter any handicap category for which it is eligible or any combination of those handicap categories.

### 8. Facilities in Melbourne

- Sandringham Yacht Club will provide six weeks of mooring for interstate and overseas entrants and one haul out and seven days hardstand storage and return to water for each entrant
- AMS measurement will be available at cost. Certificate is AU\$55 plus weighing fee
- SSSC course provided by the ORCV
- Race seminars conducted the ORCV
- Host provided to each interstate/overseas yacht to assist with all local affairs.

### 9. Facilities in Osaka

- Mooring for a six-week period, thereafter at cost.
- Two tickets to presentation evening
- Hosting of celebrations and parties.

For further information, please contact ORCV Vice Commodore, Simon Dryden, on +61 418 145 909, [simon.dryden@orcv.org.au](mailto:simon.dryden@orcv.org.au) or visit [www.orcv.org.au](http://www.orcv.org.au)

