



Notice of Race

**2022 MELBOURNE TO DEVONPORT**

**RUDDER CUP**



# MELBOURNE TO DEVONPORT YACHT RACE



In 1907 Thomas Fleming Day, editor of the American magazine “Rudder”, wrote to his friend, T.A. Dickson, Commodore of the Royal Geelong Yacht Club, suggesting a new race across Bass Strait to Tasmania. Day struck a trophy valued at 60 guineas, a fortune at the time, as a prize for the winner.

115 years later, the trophy is valued around \$100,000 and yachts are still racing across Bass Strait for the honour of winning the Rudder Cup. The race is the fifth oldest ocean race in the world, predating the Fastnet by 18 years.

The first race was won by Edgar Newland, sailing a 14.6m yawl *Thistle*, in conditions which were reported to be very difficult – so much so that his wife, who sailed in the race, appropriated the trophy, refusing to relinquish the Rudder Cup in a bid to “dissuade other yachtsmen from attempting such a dangerous race”. The race continued using alternative trophies including the Doc Bennel Perpetual Trophy funded by the Royal St Kilda Yacht Club.

In 1968, the Rudder Cup again came to light and was presented to the Cruising Yacht Club of Victoria, now known as the ORCV, by Edgar Newland’s son. The Rudder Cup Perpetual Trophy is awarded to the measurement handicap winner of the race across Bass strait to Northern Tasmania – typically Devonport or Low Head at the mouth of the Tamar River.

The 195nm Melbourne to Devonport race forms part of the ORCV Offshore Championship and is open to yachts racing fully crewed, “autohelm plus 4” or Double Handed.

This is a Category 2 event and a Qualifying Race for the Melbourne to Hobart Westcoaster

**OFFSHORE SERIES**  
ORCV OCEAN RACING

# NOTICE OF RACE

THE 2022 MELBOURNE TO DEVONPORT YACHT RACE (THE RUDDER CUP) WILL BE CONDUCTED IN PORT PHILLIP AND BASS STRAIT. OWNERS OF ELIGIBLE YACHTS ARE INVITED TO ENTER UNDER THE CONDITIONS OF THIS NOTICE OF RACE. THE RUDDER CUP IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) WITH THE COOPERATION OF THE MERSEY YACHT CLUB(MYC) AND THE SUPPORT OF STRAIT LINK FREIGHT SERVICES.

THE RUDDER CUP IS A QUALIFYING RACE FOR THE MELBOURNE TO HOBART WESTCOASTER.

## 1. THE 2022 MELBOURNE TO DEVONPORT RUDDER CUP

- 1.1. The warning signal for the Race will be displayed at 1555 (AEDT) on Friday, 28 October 2022.
- 1.2. This is a Category 2 race, subject to Special Regulation changes noted in Clause 11, conducted from the start off Portsea, through Port Phillip Heads and across Bass Strait to finish at the entrance to the Mersey River.
- 1.3. The race is open to both monohull and multihull yachts racing fully crewed, with "4 plus autohelm" or Doubled Handed.
- 1.4. Details of the course will be published in the Sailing Instructions.

## 2. RULES

- 2.1. The Rudder Cup will be governed by the current versions of:
  - the 2021-2024 Racing Rules of Sailing (RRS) of World Sailing (WS),
  - the Prescriptions and Special Regulations of Australian Sailing,
  - the ORCV Special Regulations published by ORCV at (<https://orcv.org.au/safety/ya-special-regulations>),
  - where applicable, the rules and regulations of the Australian Measurement System (AMS) and the ORCc.
  - the International Regulations for the Prevention of Collisions at Sea;

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

- 2.2. The ORCV reserves the right to amend this Notice of Race. Amendments will be published on the ORCV website ([www.orcv.org.au](http://www.orcv.org.au)) and entrants at the time of any such amendment will be notified.
- 2.3. By entering the Rudder Cup, the owner of a yacht agrees that this Notice of Race (including amendments) and the entry form, the rules and regulations referred to in NoR 2.1 and the Sailing Instructions shall be complied with by the yacht and by the person in charge.
- 2.4. The Sailing Instructions will be issued through the ORCV website ([www.orcv.org.au](http://www.orcv.org.au)).

## 3. DIVISIONS & CATEGORIES

- 3.1. Subject to Clauses 3.5, 3.6 and 3.7 the race will be conducted with the following racing Divisions and Handicap Categories:
  - Unrestricted Monohulls (AMS, ORC, PHS)
  - Double Handed Monohulls (AMS, ORC, PHS.)
  - Multihulls (PHS)

- 3.2. Yachts in the Unrestricted Monohull Division and Multihull Divisions may race fully crewed, "Autohelm plus 4" or Double Handed.
- 3.3. Entries to the Double Handed Monohull Division constitute a separate race entry and are additional to the entry of the yacht in the Unrestricted Monohull Division.
- 3.4. The Race Committee may create one or more additional Unrestricted Monohull Divisions having regard to the number of entries and the performance characteristics of competitors.
- 3.5. Yachts entered in the AMS and ORC Handicap Categories of the Unrestricted Monohull Division shall have a valid Rating Certificate which includes a spinnaker with a measured area of at least 130% of the area of the yacht's fore triangle where the foretriangle area is defined as  $0.5*FL*J$  measured in accordance with the AMS rules.
- 3.6. Two-Handed measurement system handicaps (including ratings, TCF and/or allowances) are not used in the calculation of race results in the Unrestricted Monohull and Double Handed Divisions.
- 3.7. Yachts entering ORC must hold either an ORCi Rating Certificate or an Endorsed ORCc Rating Certificate based on data submitted to Yachting Australia by an accredited measurer
- 3.8. The Race Committee reserves the right to cancel any Handicap Category or Division with fewer than five entries.

## 4. ELIGIBILITY

- 4.1. The races are open to yachts of a thoroughly seaworthy nature, which are entered by a member of a yacht club recognised by Australian Sailing.
- 4.2. Yachts and their crews must comply with all applicable Victorian and Tasmanian Covid 19 Health Regulations and associated requirements.
- 4.3. Each yacht shall comply with the eligibility requirements listed in *Appendix A (Stability Requirements)* and *Appendix B (Yacht Eligibility Requirements)*.
- 4.4. The ORCV may require remeasurement of any yacht prior to the yacht racing.
- 4.5. The crew of each yacht must meet the eligibility requirements listed in *Appendix C Crew Eligibility Requirements*.
- 4.6. A decision of the ORCV or the Race Committee as to any matter under this condition (NoR 4 *Eligibility*), including as to whether a yacht and her crew meet the eligibility criteria for the race, is final and binding and will not be grounds for a request for redress.
- 4.7. 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 verify safety equipment compliance. Spot checks may be carried out prior to the warning signal or after a yacht finishes.

## 5. APPLICATION FOR ENTRY

- 5.1. An application for entry must be made on the online entry system at [www.orcv.org.au](http://www.orcv.org.au).
- 5.2. To enter the race, a completed application for entry must be received by 2359 on Sunday, 9 October 2022.
- 5.3. The ORCV may consider entries after that date but any late entries that are accepted may not appear in race publications and may not be eligible to receive any paraphernalia as may be available.
- 5.4. Each yacht shall submit to the ORCV, no later than 2359 on Wednesday, 12 October 2022, the information listed in *Appendix D Entry Documentation*.

Personal information about crew members is obtained in crew lists. That information is obtained for use in search and rescue situations possibly leading to limited release to media.

The information may 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.

- 5.5. The ORCV is not obliged to accept an application for entry and 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. Information 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 2359 on Wednesday, 12 October 2022.
- 5.7. A yacht's rating certificate shall not be changed after 2359 on Monday 24 October 2022 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 three hours prior to the starting signal. After any change to a crew list, the yacht shall still satisfy the requirements of NoR 4.5. Changes to the crew or details of any crew member shall be notified through the online entry facility at [www.orcv.org.au](http://www.orcv.org.au) up to 24 hrs before the start time or by SMS to the Race Director's phone (0418 396 605) thereafter.

## 6. LATE DOCUMENTATION

- 6.1. Unless a prior arrangement has been agreed with the Race Director and subject to clause 6.2, a time penalty of 20 minutes may be applied to the Finishing Time of any boat which has not submitted complete yacht and crew documentation (as specified in Appendix D) by 0900 Wednesday 12 October 2022. A 20 minute Finishing Time Penalty will also apply to any yacht which has not completed the required radio or satellite phone check by 0900 on 23/10/2022.
- 6.2. Clause 6.1 does not apply to documentation changes arising from rating certificate amendments or, at the discretion of the Race Director, bona fide crew changes.

## 7. FEES

- 7.1. Race fees must be paid by credit card via the TopYacht on line entry system. All fees include Australian Goods and Services Tax.
- 7.2. Early entries are encouraged and the payment of entry fees may be deferred until the closure of normal entries on 9 October 2022 or on submission of any late entry as appropriate.
- 7.3. The race entry fees are for the race and one Handicap Category in one Division. A fee is payable for each additional Handicap Category over the initial one.
- 7.4. A further additional fee applies where an eligible yacht enters the Double Handed Division. This fee includes, subject to eligibility, all the Handicap Categories offered in the Double Handed Division.

Normal Entry (on or before 9/10/2022)	\$510
Late entry after 9/10/2022 (if accepted)	\$660
Additional Handicap Categories	\$30
Double Handed Division	\$30

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

A yacht will not be considered a valid entry until all entry fees are paid.

### 7.5. Crew Fees and Race Shirts

Crew fees are payable for crew members sailing in the Rudder Cup as follows:-

ORCV or MYC Members.....nil

Non-Members.....\$60

Race shirts and the red "Melbourne to Devonport" cap will be available for purchase by skippers and crew via a separate order form which will be made available from September 2022.

Please note that all crew members are required to hold an Australian Sailing number or an international equivalent. This may require a temporary membership in the form of an ORCV Ocean Pass which may be purchased on line for an additional fee of \$60 via [orcv.org.au](http://orcv.org.au).

#### 7.6. Refund Policy

Entry fees are refundable in full up to the closure of entries on Sunday 9 October 2022. In the absence of exceptional circumstances a cancellation fee of \$100 will be deducted where entries are withdrawn after the closure of entries. Entry fee refunds where a yacht withdraws her entry after 21 October 2022 will be at the discretion of the Sailing Captain after submission of written applications.

Any cancellations must be notified by email ([orcv@orcv.org.au](mailto:orcv@orcv.org.au)) including banking details for refunding the entry fee balance.

### 8. SCORING

For the purpose of the Perpetual Trophy Awards, if there are an equal number of starters in two measurement Handicap Categories the handicap category with the largest number of starters shall be deemed to be the category with the largest number of current certificates on a global basis.

### 9. TROPHIES

9.1. Perpetual trophies are awarded, subject to the number of starters qualifications noted in clause 9.3 below, as follows:-

- The Rudder Cup Perpetual Trophy for first place on corrected time in the measurement Handicap Category with the largest number of starters, combined if multiple divisions exist.
- The Doc Bennel Perpetual Trophy for first place on corrected time in the measurement Handicap Category with the second largest number of starters, combined if multiple divisions exist.
- The Margaret Holmes Kerr Perpetual Trophy will be awarded to the first monohull yacht to cross the finish line.
- The First Out of the Heads Trophy for the first monohull yacht to exit Port Phillip Heads, passing through an imaginary line between Point Lonsdale and Point Nepean.

9.2. Additional non perpetual trophies are presented to competitors for the following achievements, subject to the qualifications noted below:

- Line Honours – First monohull yacht to cross the finish line.
- First, Second and Third placegetters on corrected time under the AMS, ORC and PHS Handicap Categories, subject to the "number of starters" qualifications noted below.

The trophies for Line Honour and first place recipients are unique and designed to encompass multiple awards and, as such, are returned after presentation for engraving.

9.3. All trophies are awarded subject to sufficient entries in the particular division and handicap category as follows:

- Fewer than seven starters, no 3<sup>rd</sup> place trophy is awarded.
- Fewer than five starters, no 2<sup>nd</sup> or 3<sup>rd</sup> place trophies are awarded.
- Fewer than three starters, there is no race for that Handicap Category and no trophies are awarded.

Line honour is awarded to the fastest monohull yacht regardless of handicap categories.

The award of Double Handed and Multihull trophies are not subject to the above "Fewer than three starters" requirement.

- 9.4. The presentations will be at the 2023 ORCV Trophy Presentation Night at a date, time and location to be announced. Mementos may be in the form of a single memento for each yacht listing all eligible trophies won during the season

## 10. CHANGES TO RULES

### 10.1. Changes to the Racing Rules of Sailing

RRS 41: While racing, a boat may retrieve data from any page of the ORCV website, and other websites even if that page is not generally available.

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: The rule shall be modified:

- to allow self-steering equipment to be used by yachts sailing in the Double-Handed Division and in the Unrestricted Monohull Division with a maximum of four (4) persons on board;
- to allow the adjustment of movable water ballast or canting keels on any yacht and the use of stored power to do so, and
- to allow the use of stored power for sail handling and sail trimming on any yacht.

RRS 55: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

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.

RRS 90.3 No time limit will apply for the correction of incorrect published results.

### 10.2. Alternative Penalties

RRS 44.2 - Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Port Phillip.

RRS 44.3 - A Scoring Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.

RRS 64.2 - Scoring Penalties may apply at the discretion of the Protest Committee.

The scoring penalties will be applied in accordance with the Sailing Instructions.

## 11. CHANGES TO CATEGORY 2 SPECIAL REGULATIONS

11.1. Yachts equipped with internal combustion engines shall start the race with not less than the recommended fuel specified in Special Regulations 3.24.5(c) for a Category 2 event (required fuel in litres = LWL/0.2).

11.2. Yachts equipped with electric propulsion engines shall at the start of the race have sufficient power, by use of batteries and generating capacity, to proceed under motor with an effective range of 150 NM.

11.3. Yachts equipped with HF radio shall use that equipment for the sign-on and all position reports. Yachts not having an HF radio may use a satellite phone which complies with the Special regulations subject to the following additional conditions:

- Satellite phones shall be powered up and monitored at all times while racing;
- Demonstrated speed dialling capability to the Race Director;
- The yacht must also be equipped with a fully functional DSC VHF radio with the yacht's own MMSI number configured and a GPS receiver connected for position information.





#### 11.4. Multihull entries in the race shall:-

- have a minimum waterline length of 12m; and
- shall comply with the hull construction requirements specified in 3.03.2 of the World Sailing Special Regulations noting that the ORCV will accept a signed statement from an appropriate naval architect or person familiar with standards that the boat meets the requirements of ISO 12215 for Category A events.

## 12. TRACKING DEVICES AND AIS

- 12.1. Yachts shall operate an AIS at all times when racing transmitting the boats name and MMSI.
- 12.2. A yacht may be required to carry a tracking device supplied by the ORCV.
- 12.3. A yacht on which an ORCV supplied tracking device ceases to operate will be required to provide additional position reports by radio or satellite phone in accordance with the Sailing Instructions.
- 12.4. A yacht that interferes with the normal operation of a tracking device or fails to comply with an ORCV request in regard to tracking devices will be subject to protest by the Race Committee.
- 12.5. An owner or charterer shall be solely responsible for the loss or damage to a tracking device supplied by the ORCV and for its return to the ORCV office after the race.

## 13. BRIEFINGS

### 13.1. Compulsory Pre-Race Briefing

A compulsory on line pre-race briefing for entrants in the Rudder Cup will be held at 1800 on Wednesday 26 October 2022.

The skipper and one other crew member shall attend the whole of this briefing unless an alternative arrangement has been made with the ORCV.

- 13.2. Entrants who do not satisfy the requirements of Clauses 13.1 will not be eligible to race.

## 14. EVENT CLASSIFICATION & ADVERTISING

- 14.1. Advertising on a yacht shall comply with the requirements of WS Regulation 20 (WS Advertising Code) for Category C.
- 14.2. The ORCV shall be advised of any advertising which may breach clause 15.1, or otherwise cause controversy, on or before the closing date for entries.
- 14.3. The ORCV may decline to accept an application for entry of a yacht which, in its opinion, is carrying advertising which conflicts with government regulations. If in doubt, the ORCV should be consulted as soon as practicable.

## 15. TRADEMARKS & COPYRIGHT

- 15.1. "Melbourne to Devonport Yacht Race", "M2D" and "Rudder Cup" are trademarks of the Ocean Racing Club of Victoria, Inc and the use of the trademarks is absolutely restricted and limited to use by or with the consent of the ORCV.
- 15.2. This document is Copyright © Ocean Racing Club of Victoria, Inc 2022. All enquiries should be directed to:

Ocean Racing Club of Victoria  
3 Aquatic Drive  
ALBERT PARK VIC 3206  
Australia

## 16. MEDIA RIGHTS & RESTRICTIONS

- 16.1. 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 to Devonport 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.
- 16.2. 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.
- 16.3. Entrants acknowledge and accept the media restrictions referred to in this clause (NoR 16) by completing the entry form.
- 16.4. 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.

## 17. DISCLAIMER

All those taking part in the race do so at their own risk and responsibility. Crew acknowledge this and release the ORCV and their respective officers, employees, volunteers and members, from all liability by entering their names on the crew list.

Specific attention is drawn to RRS Fundamental Rule 3, which states:

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

## 18. MOORING ARRANGEMENTS

- 18.1. Melbourne: Visiting yachts seeking assistance with berthing in Melbourne should advise the ORCV office as soon as possible.

Devonport: Alongside pontoons in the Mersey River at the direction of the MYC in Devonport.

# Appendix A STABILITY REQUIREMENTS

THE REQUIREMENTS SPECIFIED IN THIS APPENDIX APPLY TO ALL YACHTS INTENDING TO ENTER

## A1 RESISTANCE TO CAPSIZE

Monohull yachts 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 yacht proposes to race; or
- ISO 12217-2 Design Category A.

Compliance with Design Category A Multihull stability requirements of ISO 12217 – 2: 2015 clauses 7.8, 7.9 and 7.10 is recommended for the 2022 Melbourne Devonport Race and will be mandatory for all ORCV Category 2 Races from 1 January 2023.

## A2 CERTIFICATE CURRENCY

As partial evidence of compliance with stability requirements a yacht without a current valid ORCi certificate but with a previously valid certificate shall supply its most recent previously valid certificate to the ORCV together with by a completed Stability Declaration certificate and any additional information required by the ORCV relating to boat configuration and modifications.

## A3 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.

## A4 FALSIFIED DOCUMENTATION

Competitors found to be falsifying documentation, deliberately invalidating certificates or otherwise misleading the race committee about 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 Australian Sailing.

A determination by the ORCV 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

YACHTS MUST COMPLY WITH THE REQUIREMENTS LAID OUT IN THIS APPENDIX TO BE CONSIDERED ELIGIBLE FOR ENTRY TO THE RACE.

Check	Category	Requirement
	General	<p>Monohull yachts shall be built in accordance with the Australian Sailing Special Regulations Part 1, Section 3.03 and Appendix C as applicable.</p> <p>Multihulls shall be built in accordance with the hull construction requirements specified in 3.03.2 of the World Sailing Special Regulations.</p> <p>The Safety Regulations shall be those of Australian Sailing Special Regulations, Part 1, Category 2 except as modified in NoR 11.</p>
	Insurance	<p>The owner of a yacht entered in the race shall hold a marine legal liability insurance policy with respect to the yacht, current at the time of the race, 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.</p>
	AMS Yachts	<p>A yacht may only be entered in AMS if the yacht:</p> <ul style="list-style-type: none"> <li>• has a current, valid AMS Certificate issued by YRSA Inc; and</li> <li>• the requirements of clause 3.5 are satisfied; 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.</li> </ul>
	ORC Yachts	<p>A yacht may only be entered in ORC if the yacht:</p> <ul style="list-style-type: none"> <li>• has a current ORCi Certificate issued by ORC; or</li> <li>• a current Endorsed ORCc Certificate issued by ORC; and</li> <li>• the requirements of clause 3.5 are satisfied; and</li> <li>• complies with all the current ORC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions.</li> </ul>
	Equipment Audit	<p>Each yacht must be inspected by an Accredited National Auditor during the 12 month period prior to the race. A signed copy of a current Cat 2 Safety Equipment Compliance Form must be loaded on Top Yacht as part of the race entry documentation. Details and guidance on the safety audit process may be found on the ORCV web page. Cat 2 equipment Audits are now valid for 12 months from the date of inspection.</p>
	Radio Check	<p>Primary radio support will be provided by Tas Maritime Radio (TMR) using the call sign <i>TasMaritime</i></p> <p>Yachts equipped with HF radio must carry out and pass a radio check/voice test with TMR on the race radio frequencies in the period 8/10/2022 - 23/10/2022. Race frequencies will be chosen from HF 2524, 4146, 6227 and 8294 kHz, all operated in simplex mode. These frequencies are in common usage but skippers should check that they are set up in their yacht's HF radio configuration.</p> <p>Radio checks with TMR must be prearranged. Please arrange for a suitable time for your radio check by ringing TMR on 03 6231 2276 between 0900 and 1200 or 1500 and 1700 (to avoid clashing with TMR scheduled broadcast times).</p>

Check	Category	Requirement
		Unless use of satellite phone has been approved by the Race Director, yachts not recorded as having adequate radio signal strength and readability will not be eligible to start. Successful completion of radio checks must be confirmed to the ORCV office by yachts
	Satellite Phone	Yachts using satellite phone in lieu of HF radio must demonstrate speed dialling and SMS capability and undertake a voice check using the satellite phone to be used during the race to the satisfaction of the Race Director (0418 396 605) at a pre agreed time in the period 8/10/2022-23/10/2022.

# Appendix C CREW ELIGIBILITY REQUIREMENTS

CREW MUST COMPLY WITH THE REQUIREMENTS LAID OUT IN THIS APPENDIX TO BE CONSIDERED ELIGIBLE FOR ENTRY TO THE RACE. SUPPORTING DOCUMENTATION, WHERE REQUIRED, SHOULD BE PROVIDED USING TOP YACHT (“SAILOR DETAILS” TAB ON ORCV WEB PAGE)

Check	Category	Requirements
	Membership	All persons sailing on competing yachts shall be members of an Australian Sailing-Affiliated Club or an international equivalent. Australian Sailing 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 17 years must provide evidence to the ORCV demonstrating past sailing experience and hold a current Australian Sailing Safety and Sea Survival Course (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 Australian Sailing 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. Note that “Sufficient experience” must include at least one Category 2 race or completion of a passage similar to the Devonport race.
	Training	At least 50% of the crew on a yacht including the skipper and/or sailing master, with a minimum of three, except for Double-Handed crews which require 100%, shall have completed an Australian Sailing Safety and Sea Survival Course or an ORCV approved equivalent.
		It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.
	First Aid	At least one crew member, and two in the case of Double Handed yachts, shall hold an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner.
	Radio	Where HF radio is used at least one crew member, and two in the case of Double Handed yachts, shall hold a <i>Long-Range Operator Certificate of Proficiency (LROCP)</i> marine radio qualification issued by a relevant authority, or higher qualification. Where satellite phones are used instead of an HF radio, at least one crew member, and two in the case of double handed yachts, shall hold a <i>Short-Range Operator Certificate of Proficiency (SROCP)</i> or <i>Australian Waters Qualification</i> or higher qualification issued by a relevant authority.
	Double Handed	In addition to the higher levels of experience, training and certification detailed above, the minimum age for Double Handed crew is 18 years and the wearing of PFD’s at all times when on deck is mandatory.

# Appendix D ENTRY DOCUMENTATION

THE DOCUMENTATION LISTED BELOW MUST BE SUPPLIED BY 2359 ON 12 OCTOBER 2022 TO COMPLETE THE YACHT'S ENTRY TO THE RACE. THE SUBMISSION OF LATE DOCUMENTATION GENERATES SIGNIFICANT ADDITIONAL WORK FOR BOTH OFFICE STAFF AND RACE OFFICIALS. IN SUPPORT OF SAFE AND EFFICIENT RACE MANAGEMENT , A FINISHING TIME PENALTY OF 20 MINUTES MAY BE APPLIED TO ENTRANTS WHO DO NOT SUBMIT REQUIRED DOCUMENTATION AND COMPLETE RADIO CHECKS WITHIN THE REQUIRED TIME FRAMES.

Check	Documentation	Notes
	Crew List (Online), correctly and fully completed with all associated personal details. Skippers are responsible for its accuracy and currency.	
	A signed and completed Australian Sailing Special Regulations Equipment Audit Form for Category 2. Note that the ORCV pre race equipment checklist and declaration shall be available of board for inspection if requested.	
	Skipper's Declaration form	Confirming entry compliance with designated NoR requirements
	Verification of Hull Construction Standards Where a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance. Where 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. Where 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.	
	If requested, entrants in AMS shall provide a copy of their current AMS certificate.	The ORCV will advise skippers by email if this is required
	If requested, entrants in ORCc Handicap Categories shall provide a copy of their current Endorsed Rating Certificate.	The ORCV will advise skippers by email if this is required
	Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalents. In the case of SSSC certificates, submitting the expiry date online is sufficient.	
	406 EPIRB Certificate(s) or evidence of registration and currency	
	Current Life Raft Inspection Certificate(s)	
	Current insurance policy certificate of currency.	

Check	Documentation	Notes
	Evidence of Stability (see Appendix A Stability Requirements)	
	ORCV Stability and Construction Declaration confirming that no changes have been made to the yacht since the issue of the above Evidence of Stability.	Form available on ORCV website - Sailing Menu, "Entry Compliance Declarations".
	A recent colour photograph of the yacht under sail in the configuration which will be used in the race suitable for search and rescue boat recognition purposes.	