



NOTICE OF RACE

2022 MELBOURNE TO KING ISLAND YACHT RACE



PHOTO SUPPLIED BY ROCKY LIU



KING ISLAND
ORCV OCEAN RACE

MELBOURNE TO KING ISLAND YACHT RACE

The race to King Island, while being one of the shorter ocean races at only 114 miles, presents some unique navigational challenges as it is often won or lost in the concluding stages depending on where yachts make their landfall. Big gains and losses can occur due to wind and tidal influences on the approach to the finish.

The Grassy Harbour offers safe anchorage in all weather and the hospitality of the King Island Boat Club is legendary. The steak sandwiches alone are worth the trip.

This race is part of the ORCV Offshore and Double Handed Championships.

OFFSHORE SERIES

ORCV OCEAN RACING



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NOTICE OF RACE

THE 2022 ORCV MELBOURNE TO KING ISLAND YACHT RACE WILL BE CONDUCTED ON THE WATERS OF BASS STRAIT FROM A START AT THE ENTRANCE OF PORT PHILLIP BAY. 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, INC WITH THE CO-OPERATION OF THE KING ISLAND BOAT CLUB.

1. RACE

- 1.1. The warning signal for the race will be displayed at 1455 (Australian Eastern Daylight Time) on Friday, 11 March 2022.
- 1.2. This is a Category 2 race, except as noted in paragraph 9.2, conducted from the start off Queenscliff, through Port Phillip Heads and across Bass Strait to the finish off Grassy Harbour at King Island.
- 1.3. The details of the course including any marks will be in the Sailing Instructions for the race.

2. RULES

- 2.1. The race 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 (AS),
 - the Special Regulations of the Ocean Racing Club of Victoria (ORCV),
 - where applicable, the rules and regulations of the Australian Measurement System (AMS) & ORCc
 - The International Regulations for Preventing 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).
- 2.3. By entering this race, 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 ORCV website.

3. CATEGORIES & DIVISIONS

- 3.1. The race will be conducted with the following racing Divisions and Handicap Categories:
 - Unrestricted Monohull (AMS, ORC, PHS) including 4+ Autohelm
 - Double Handed (AMS, ORC, PHS.)
- 3.2. Entries to the Double Handed Division constitute a separate race entry and are additional to the entry of the yacht in the Unrestricted Monohull Division.
- 3.3. 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.
- 3.4. Non-Spinnaker and Two-Handed rating certificates are not used.
- 3.5. Yachts entering ORC must hold either an ORC Rating Certificate or an Endorsed ORCc Rating Certificate based on data submitted to Yachting Australia by an accredited measurer
- 3.6. 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 a State Yachting Authority.
- 4.2. Each yacht shall comply with the eligibility requirements listed in *Appendix B Yacht Eligibility Requirements*.
- 4.3. The ORCV may require remeasurement 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*.
- 4.5. A decision of the ORCV or the Race Committee as to any matter under this paragraph (4 *Eligibility*), 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 verify safety regulation 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 TopYacht online entry system at www.orcv.org.au.
- 5.2. To enter the race, a completed application for entry and payment of the race entry fee must be received by the ORCV via the TopYacht online entry system by 2359 on Wednesday, 23 February 2022.
- 5.3. The ORCV may, at its sole discretion, accept entries after that date but will not normally do so where a yacht was in a position to enter by the due date.
- 5.4. To qualify for the Early Bird Entry Fee, a completed application for entry must be received by the ORCV by 2359 on Wednesday, 16 February 2022.
- 5.5. Each yacht shall submit to the ORCV, no later than 2000 on Friday, 25 February 2022, the documentation listed in *Appendix D Entry Documentation*. Yachts which fail to meet this due date will, unless an alternative arrangement has been agreed with the Race Director, be subject to a 20 minutes time penalty.

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 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.

- 5.6. The ORCV is not obliged to accept an application for entry.
- 5.7. 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.

- 5.8. Documentation supplied to or held by the ORCV under this Notice of Race (other than crew lists) shall not be changed (except to correct errors or after protest) after 2000 on Wednesday, 2 March 2022.

- 5.9. A yacht's rating certificate shall not be changed after 2000 on Wednesday, 2 March 2022 except as a result of a rating protest or to correct a rating office error.

- 5.10. 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 system on the ORCV web site or by mobile phone to the race director's phone (0418 396 605) on the day of the race.

6. FEES

- 6.1. Race fees shall be paid via the TopYacht online entry system, by the Early Bird Entry date or on submission. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

- 6.2. Race Entry

The race entry fees are for the race and one Handicap Category. A fee is payable for each additional Handicap Category over the initial one.

A further additional fee applies where an eligible yacht enters the Double Handed Division.

Early Bird Entry (on or before 16/02/2022)	\$330
Normal Entry (after 16/02/2022)	\$430
Additional Handicap Categories (each)	\$30
Double Handed Division	\$30

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

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

- 6.3. Crew Fees

A crew fee of \$60 is payable for each crew member who is not a member of the ORCV or KIBC.

Crew who do not have an Australian Sailing Number are also required to purchase an

Ocean Pass membership via the ORCV website at an additional cost of \$60. The crew fee is in addition to the cost of the Ocean Pass.

6.4. Refund Policy

The ORCV wishes to encourage entry to its events. However, races are expensive to organise and run and a cancellation fee to cover administration and committed costs will apply where a race entry is cancelled within fourteen (14) days of the event. For Category 2 yacht races, the cancellation fee is \$100.

Any cancellations must be notified by email (orcv@orcv.org.au) including account details (BSB, A/C Number) for refunding the entry fee balance.

7. SCORING

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

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

8. TROPHIES

8.1. Trophies are presented to competitors for the following achievements, subject to the number of entries qualifications noted below:

- Line Honours – First monohull yacht to cross the finish line in any handicap category.
- First, Second and Third placegetters on corrected time within each category and division, subject to the number of entries qualifications noted below.

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

- Fewer than seven starters, no 3rd place trophy is awarded.
- Fewer than five starters, no 2nd or 3rd place trophies are awarded.
- Fewer than three starters, there is no race for that Handicap Category and/or Division and no trophies are awarded.
- Line honours follow the same rules except all eligible yachts are counted regardless of handicap categories.

Double Handed Division trophies are not subject to the above "fewer than 3 starters" provision.

8.3. Results will be announced at the King Island Boat Club following the finish of the last yacht.

8.4. All trophy winners are acknowledged at Grassy with a small gift.

8.5. The presentation of trophy mementos will be at the 2022 ORCV Annual Presentation Night at a date, time and location to be announced. Handicap category first placegetters and line honours winners will be awarded a single trophy memento listing all eligible trophies won during the season.

9. CHANGES TO RULES

9.1. Changes to the Racing Rules of Sailing

RRS 41: While racing, a boat may retrieve data from any page of the ORCV website, details of which are provided in the Sailing Instructions, 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 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.

9.2. Changes to Category 2 Special Regulations

Yachts having an HF radio shall use that for the sign-on and all position schedules. Yachts not having an HF radio capability may apply to the ORCV for dispensation to use a satellite phone in lieu of HF radio. Any such approval will be subject to the following conditions:

- Satellite phones shall be powered up and monitored at all times while racing;

- Demonstrated speed dialling capability to both AMSA and the Race Director;
- Demonstrated ability to send and receive text messages and to receive weather warnings
- The yacht must have a fully functional DSC VHF radio with the yacht's own MMSI number configured and a GPS receiver connected for position information.

9.3. 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 64.1 - Scoring Penalties may apply at the discretion of the Protest Committee.

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

10. TRACKING DEVICES AND AIS

- 10.1. Yachts equipped with AIS transmitters shall operate that equipment at all times when racing, this transmission to include the boat's name and MMSI.
- 10.2. A yacht may be required to carry a tracking device supplied by the ORCV.
- 10.3. A yacht on which such a unit fails or ceases to operate will be required to provide additional position reports by radio or satellite phone in accordance with the Sailing Instructions.
- 10.4. 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.
- 10.5. An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the ORCV, including the return of the device to the ORCV upon return to Port Phillip.

11. EVENT CLASSIFICATION & ADVERTISING

- 11.1. Advertising on a yacht shall comply with the requirements of WS Regulation 20 (WS Advertising Code) for Category C.
- 11.2. The ORCV shall be advised of all advertising that a yacht intends to carry. The ORCV shall be advised of all changes to that advertising.

- 11.3. 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. TRADEMARKS & COPYRIGHT

- 12.1. "Melbourne to King Island Yacht Race" and "M2KI" 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.
- 12.2. This document is Copyright © Ocean Racing Club of Victoria, Inc 2021. All enquiries should be directed to:

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

13. MEDIA RIGHTS & RESTRICTIONS

- 13.1. 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 King Island 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.
- 13.2. 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.
- 13.3. Entrants acknowledge and accept the media restrictions referred to in this paragraph (13) by completing the entry form.

- 13.4. 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.

14. DISCLAIMER

All those taking part in the race do so at their own risk and responsibility. Crew acknowledge this and release the ORCV and KIBC 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"

15. MOORING ARRANGEMENTS

- 15.1. Melbourne: Visiting yachts seeking moorings in Melbourne should contact the ORCV office at the time of their race entry.
- 15.2. Grassy: In Grassy Harbour, as directed by King Island Boat Club officials. Details will be provided on arrival via VHF.

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.

A1 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.

A2 CERTIFICATE CURRENCY

A yacht without a current valid ORCi 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 ORCV.

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 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 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	Yachts shall be built in accordance with the Special Regulations Part 1, Section 3.03 and Appendix C as applicable.
		The Safety Regulations shall be those of AS Special Regulations, Part 1, Category 2, except as modified under paragraph 9.2, and the ORCV Special Regulations .
	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.
	AMS Yachts	A yacht may only be entered in AMS if the yacht: <ul style="list-style-type: none"> • has a current, valid AMS Certificate issued by YRSA Inc; and • 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).
	ORC Yachts	A yacht may only be entered in ORC if the yacht: <ul style="list-style-type: none"> • has a current ORCi Certificate issued by ORC; or • a current Endorsed ORCc Certificate issued by ORC; and 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 (refer RRS 78.1). Non Spinnaker and 2 Handed Rating certificates are not used.
	Equipment Audit	Each yacht must be inspected after 1 July 2021 by an Australian Sailing Accredited Auditor. In addition, a signed copy of the Cat 2 Safety Equipment Compliance Form (confirming the safety equipment on board at the time of the race) of the race must be on board and available for inspection by ORCV upon request. Details and guidance on the safety audit process may be found in the ORCV Web Site or obtained from the ORCV office.
	Radio Check	Primary radio support will be provided by Kordia. If a yacht has an HF radio installed, it must carry out and pass a radio check/voice test of the race radio frequencies with Kordia in the period 19/02/2022 - 06/03/2022. 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 6151 6688. Boats not recorded as having adequate radio signal strength and readability will not be eligible to start.
	Satellite Phone	For yachts without HF radio capability a phone check must be carried out 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 21/02/2022 – 02/03/2022" Note: Yachts are only permitted to use a satellite phone for position reporting if the yacht has no HF radio capability.
	Charts	The following paper charts must be carried by those competing yachts which do not have access to Official Electronic Charts AUS 144 Australia South Coast - Victoria - The Rip

Check	Category	Requirement
		<p>AUS 487 Australia South Coast - Bass Strait AUS 789 Australia South Coast - Bass Strait - King Island AUS 178 Australia - Tasmania - Plans in Tasmania (Sheet 2)</p> <ul style="list-style-type: none"> ~ Approaches to Grassy Harbour ~ Grassy Harbour ~ Smithton ~ Currie Harbour ~ Wynyard ~ Stanley Harbour ~ Port Latta <p>The following additional charts are recommended:</p> <p>AUS 143 Australia South Coast - Victoria - Port Phillip AUS 158 Australia South Coast - Victoria - Port Phillip South and West Channels AUS 788 Australia South Coast - Victoria - Cape Otway to Cape Schanck</p>

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 THE TOP YACHT “CREW PROFILE UPDATE” TAB ON THE ORCV WEBSITE

Check	Category	Requirements
	Membership	All persons sailing on competing yachts shall be members of a AS-affiliated club or an international equivalent. AS 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 Sailing Office demonstrating past sailing experience and hold a current AS SSSC certificate. The Race Committee may, at its absolute discretion, refuse to allow any crew members aged under 18 years of age to participate in the race.
	Experience	In accordance with AS 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 which require 100%, shall have completed an Australian Sailing Safety and Sea Survival Course (SSSC) 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 Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.
	First Aid	At least one crew member on a yacht shall hold an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided upon request.
	Radio	For yachts using HF radios, at least one crew member on the yacht shall hold a <i>Long-Range Operator Certificate of Proficiency (LROCP)</i> or higher qualification issued by a relevant authority. Copies of the crew member's Certificate or other qualification shall be provided upon request.
	Double Handed	For the Double-Handed Division, both crew members must be over 18 years of age, have completed a AS SSSC or an ORCV approved equivalent, hold an LROCP certificate or better qualification and an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner.

Appendix D ENTRY DOCUMENTATION

THE DOCUMENTATION LISTED BELOW MUST BE SUPPLIED BY 2000 ON 25 FEBRUARY 2022. UNLESS AN ALTERNATIVE ARRANGEMENT HAS BEEN AGREED WITH THE RACE DIRECTOR, LATE SUBMISSION OF REQUIRED DOCUMENTATION WILL ATTRACT A FINISHING TIME PENALTY OF 20 MINUTES. SEE CLAUSE 5.5.

Check	Documentation	Notes
	Crew List (Online using the Top Yacht Crew Profile Update tab on the ORCV website), 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.	
	Pre-Race equipment Checklist and Declaration (Category 2) shall be completed prior to commencing the race and a copy shall be kept on board for inspection if requested.	Form available on ORCV website - Sailing Menu, "Entry Compliance Declarations".
	<p>Verification of Hull Construction Standards</p> <p>Where a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance.</p> <p>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 the yacht in accordance with the ABS Guide.</p> <p>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.</p>	
	For entrants in ORCc Handicap Categories, a current copy of the applicable Validated Rating Certificate – If requested	Office will email skipper if a copy of the certificate 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.	Lodged as part of crew details
	406 EPIRB Certificate(s) or evidence of registration and currency	
	Current Life Raft Inspection Certificate(s)	
	Current insurance policy certificate of currency.	
	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".
	Skipper's Race Entry Compliance Declaration (Category 2)	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. This should be a copyright free digital photograph of a size not less than 6cm by 6cm with a resolution not less than 75 DPI.	