



NOR
CAT-2 OCEAN



2026

Melbourne to Devonport

Rudder Cup Yacht Race

Notice of Race



**MELBOURNE TO
DEVONPORT RUDDER
CUP YACHT RACE**

Amendments

Number	Sections Changed	Summary of Amendment

Key Information		
	Early Bird entries close	2359 Monday 12 October 2026
	Entries close	2359 Monday 19 October 2026
	Document entry closes	2359 Monday 19 October 2026
	Satellite phone checks	Saturday 17 to Sunday 25 October 2026
	Compulsory online pre-race briefing	2000 Wednesday 28 October 2026
	Race dates and Warning Signal	1640 Friday 30 October 2026
	ORCV office phone	0493 102 744
	ORCV office email	orcv@orcv.org.au
	Race Director phone	0418 396 605
	Race director email	Race.director@orcv.org.au
	All times are in AEDT (Australian Eastern Daylight Time)	

Copyright © Ocean Racing Club of Victoria Inc 2026

All enquiries to:

Ocean Racing Club of Victoria Inc
 3 Aquatic Drive
 ALBERT PARK VIC 3206
 Australia
orcv@orcv.org.au

Contents

2026 Melbourne to Devonport Rudder Cup Yacht Race	4
1. Race	5
2. Rules	5
3. Race Categories & Handicap Systems	6
4. Eligibility	6
5. Application for Entry	7
6. Fees	8
7. Scoring	9
8. Trophies	9
9. Changes to Rules and Special Regulation Requirements	10
10. Tracking Devices	11
11. Sustainability	11
12. Pre-Race Briefing	12
13. Event Classification and Advertising	12
14. Trademarks and Copyright	12
15. Media Rights and Restrictions	13
16. Disclaimer	13
17. Mooring Arrangements	13
Appendix A: Stability Requirements	14
A1 Resistance to Capsize	14
A2 Proof of Stability	14
A3 Movable or Variable Ballast	14
A4 Documentation	14
Appendix B: Boat Eligibility Requirements	15
Appendix C: Crew Eligibility Requirements	18
Appendix D: Entry Documentation	20

2026 Melbourne to Devonport Rudder Cup Yacht Race Notice of Race

About the Melbourne to Devonport Race

The Rudder Cup is a prestigious sailing trophy with a rich history, dating back to 1907 when Thomas Fleming Day, the editor of the American magazine "Rudder," proposed a new race across Bass Strait to Tasmania. The race was initially organized as a challenging ocean race, and Day offered a valuable trophy worth 60 guineas (a substantial sum at that time) as the prize for the winner.

The inaugural race took place in 1907, with yachts racing across Bass Strait to Tasmania. The first winner was Edgar Newland, who sailed a 14.6 metre yawl named Thistle. The conditions during the first race were reportedly very difficult. Edgar Newland's wife was part of the race crew, and, upon their victory, she decided to keep the Rudder Cup, refusing to return it to discourage other sailors from attempting such a dangerous race.

In the following years, the race continued, and alternative trophies were used since the original Rudder Cup was not available. One of these trophies was the Doc Bennel Perpetual Trophy funded by the Royal St Kilda Yacht Club.

In 1968, the original Rudder Cup resurfaced, and it was presented to the Cruising Yacht Club of Victoria, which is now known as the ORCV (Ocean Racing Club of Victoria Inc), by Edgar Newland's son. Since then, the Rudder Cup Perpetual Trophy has been awarded to the measurement handicap winner of the race across Bass Strait to Northern Tasmania, usually finishing at Devonport or Low Head at the mouth of the Tamar River.

The Rudder Cup race holds significant historical value, being the fifth oldest ocean race in the world and predating the Fastnet Race by 18 years.

Over the years, it has remained a challenging and prestigious event, attracting sailors from various parts of the world to test their skills and determination in the demanding conditions of Bass Strait.

The Melbourne to Devonport Race length is approximately 195 nautical miles (NM) and forms part of the ORCV Offshore Championship and is open to yachts racing fully crewed or "4+autohelm" or Double Handed. This is a Category 2 event and a Qualifying Race for the Melbourne to Hobart Westcoaster Yacht Race.



The 2026 Melbourne to Devonport Rudder Cup Yacht Race will be conducted on the waters of Bass Strait from a start at the entrance to Port Phillip. Owners of eligible boats 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 (ORCV) with the co-operation of the Mersey Yacht Club (MYC).

1. Race

- 1.1. The warning signal for the Race will be displayed at 1640 Friday 30 October 2026.
- 1.2. This is a Category 2 race, except as noted in Condition 9, conducted from the start off Queenscliff, through Port Phillip Heads and across Bass Strait to finish at the entrance to the Mersey River.
- 1.3. The Rudder Cup is part of the ORCV Offshore and Double Handed Championships and is open to Monohull boats racing fully crewed or “4+autohelm” or Doubled Handed, Multihull boats racing fully crewed or “4+autohelm”, and Cruising boats.
- 1.4. The details of the course including any marks will be in the Sailing Instructions for the Race. Sailing Instruction will be issued through the ORCV website.
- 1.5. An alternative course may be used at the discretion of the Race Director.

2. Rules

- 2.1. The Race will be governed by the current versions of:
 - The 2025-2028 Racing Rules of Sailing (RRS) of Australian Sailing (AS),
 - The Prescriptions and Special Regulations of Australian Sailing (AS),
 - Where a boat is entered under AMS, the Rules and Regulations of the Australian Measurement System (AMS),
 - Where a boat is entered under ORC, the Rules and Regulations of the Offshore Racing Congress (ORC),
 - Where a boat is entered under OMR, the Rules and Regulations of the Offshore Multihull Rating (OMR) Specification developed by the Multihull Yacht Club Queensland,
 - The International Regulations for Preventing Collisions at Sea, 1972 (ColRegs),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. Any amendments will be published on the ORCV website (www.orcv.org.au) and entrants at the time of any such amendment will be notified.
- 2.3. By entering this Race, the owner of a boat agrees that this Notice of Race (including amendments) and the entry form, the Rules and Regulations referred to in this Condition 2 and the Sailing Instructions must be complied with by the boat and by the owner.
- 2.4. The Sailing Instructions will be issued through the ORCV website (www.orcv.org.au).

3. Race Categories & Handicap Systems

3.1. The Race will be conducted with the following Race Categories and Handicap Systems:

Race Category	PHS	AMS	ORC	OMR
Monohull including 4+autohelm	Yes	Yes	Yes	No
Double Handed	Yes	No	No	No
Cruising including 4+autohelm	Yes	No	No	No
Multihull including 4+autohelm	Yes	No	No	Yes

- 3.2. Boats in the Monohull Category may fully crewed, “4+autohelm” or Double Handed.
- 3.3. Boats in the Multihull Category may race fully crewed or “4+autohelm”.
- 3.4. Double Handed Category boats must have 2 crew. They are also automatically entered and scored in the Monohull Race Category in all eligible Handicap Systems.
- 3.5. The Cruising Category is for Monohulls only.
- 3.6. The Multihull Category boats can be entered into the PHS and OMR handicaps systems if they meet the requirements of Appendix B: Boat entry requirements
- 3.7. The Race Committee may split the Monohull Category into multiple divisions considering the number of entries and the performance characteristics of competitors
- 3.8. Boats 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. The ORC All Purpose Handicap System will be used.
- 3.9. Non-Spinnaker and Two-Handed rating certificates are not used for the Handicap Systems used for scoring.
- 3.10. Boats entered in the AMS and ORC Handicap systems of the Monohull Category must have a valid rating certificate which includes a spinnaker with a measured area of at least 130% of the area of the boat’s fore triangle where the fore triangle is defined as $0.5 \cdot FL \cdot J$ measured in accordance with the AMS rules.
- 3.11. The Race Committee reserves the right to cancel any Race Category or Division with fewer than 5 entries.
- 3.12. See Appendix B for further information

4. Eligibility

- 4.1. The Race is open to boats of a thoroughly seaworthy nature, which are entered by a member of a yacht club affiliated with AS.
- 4.2. A monohull boat must have a Hull Length (LH) of not less than 9.0 metres; and a Loaded Waterline Length (LWL) as defined in the AS Special Regulations not less than 7.3 metres.

- 4.3. A multihull boat must have a minimum LWL as defined in the AS Special Regulations not less than 12.0 metres.
- 4.4. Each boat must comply with the eligibility requirements listed in Appendix A: Stability Requirements.
- 4.5. Each boat must comply with the eligibility requirements listed in Appendix B: Boat Eligibility Requirements.
- 4.6. The ORCV may require remeasurement of any boat prior to the boat racing.
- 4.7. The crew of each boat must meet the eligibility requirements listed in Appendix C: Crew Eligibility Requirements.
- 4.8. A decision of the ORCV or the Race Committee as to any matter under this Condition, including as to whether a boat and its crew meet the eligibility criteria for entry in the Race, is final and binding and will not be grounds for a request for redress.
- 4.9. All safety equipment must be on board and available for inspection. On request by the Race Committee, boats must 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 boat finishes.

5. Application for Entry

- 5.1. An application for entry must be made on the TopYacht online Entry System (TES) at www.orcv.org.au
- 5.2. Payment of the Race entry fee must be received by via TES by 2359 Monday 19 October 2026.
- 5.3. The ORCV may, at its sole discretion, accept entries after that date but will not normally do so where a boat 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 and full entry fee payment must be received by 2359 12 October 2026.
- 5.5. Each boat must submit to the ORCV, by the “Document entry closes” date (link to key info section), the documentation listed in Appendix D: Entry Documentation. Boats which fail to meet this due date may be subject to a 20 minute time penalty, unless an alternative arrangement has been agreed with the Sail Captain.
- 5.6. 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.
- 5.7. The ORCV is not obliged to accept an application for entry.
- 5.8. Documentation supplied to or held by the ORCV under this Notice of Race (other than crew lists) must not be changed (except to correct errors or after protest) after 2359 Monday 19 October 2026.

- 5.9. A boat's rating certificate must not be changed after 2359 Monday 19 October 2026 except as a result of a rating protest or to correct a rating office error.
- 5.10. A boat's crew list in TES may be changed to correct errors, and to reflect late crew changes, but must not be changed within the 48 hours of the starting signal. After any change to a crew list, the boat must still satisfy the requirements of Appendix C: Crew Eligibility Requirements. Any subsequent changes to the crew or details of any crew member must be notified by email (race.director@orcv.org.au) or SMS (0418 396 605) to the Race Director phone.

6. Fees

- 6.1. The race fee must be paid using TES. The entry fee includes Australian Goods and Services Tax. A tax invoice will be issued on request.
- 6.2. The race entry fee is for the Race and all Handicap Systems for which a boat is eligible.
- 6.3.

Early Bird Race Entry Fee (before or on 12 Oct 2026)	\$712
Normal Race Entry Fee (13 Oct 2026 to 19 Oct 2026)	\$890
Crew Fee for non-ORCV members or non-MYC members (each) Invoiced to skippers after the Race.	\$65
Ocean Pass for crew who do not have an <u>active</u> Australian Sailing Number (https://www.orcv.org.au/club/crew-and-passes)	\$60

- 6.4. ORCV members receive a 15% discount on the race entry fee.
- 6.5. A boat will not be considered a valid entry until all race entry fees are paid.
- 6.6. Crew who do not have an active Australian Sailing Number (ASN) are also required to purchase an Ocean Pass membership via the ORCV website (<https://www.orcv.org.au/club/crew-and-passes>) at an additional cost of \$60. The crew fee is in addition to the cost of the Ocean Pass.
- 6.7. The ORCV wishes to encourage entry to its events. However, races are expensive to organise and run. While every effort is made to keep the race event costs to a minimum, there are significant administration and race preparation costs that have been incurred well before the Race date. The ORCV's Race Fees Refund Policy with respect to this Race is as follows:
- If a boat cancels its entry in the Race before 2359 Monday 19 October 2026, the boat is entitled to a 75% refund of the race entry fee, if paid.
 - If a boat cancels its entry in the Race between Tuesday October and 24 hours before the race start time, the boat is entitled to a 50% refund of the race entry fee, if paid.
 - If a boat cancels its entry in the Race within the 24 hours before the race start, a refund of up to 50% of race entry fees paid may be granted at the discretion of the Sail Captain with consideration of the circumstances. The boat must apply for a refund by email to orcv@orcv.org.au and provide the circumstances leading to their cancellation.

- If the ORCV abandons the Race after the start of the race, the race entry fee is not refundable.
- If a boat chooses to withdraw from the Race, where the Race Director has decided to delay, reschedule or conduct the race on an alternative course, the race entry fee is not refundable.
- If a crew member has purchased a non-AS member pass (Ocean Pass) and does not race, it will be fully refunded on request.
- Non-ORCV/MYC member crew fees are only incurred for non-ORCV/MYC members who participate in the Race and will be invoiced to the skipper after the Race.
- There is no refund for crew merchandise that has been ordered and produced.

6.8. To enable a refund payment, please email the ORCV office (orcv@orcv.org.au) with BSB and account number details for direct crediting.

7. Scoring

- 7.1. The scoring system will not be subject to protest or dispute.
- 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. Perpetual trophies are awarded, subject to the number of starters qualifications specified in Condition 8.2 below, as follows:
 - The Rudder Cup Perpetual Trophy for 1st place on AMS, combined if multiple Divisions exist.
 - The Doc Bennel Perpetual Trophy for 1st place on ORC, combined if multiple Divisions exist.
 - The FH Stephens Trophy for 1st place on PHS, combined if multiple Divisions exist.
 - The Boags Trophy for the 1st multihull boat to cross the finish line.
 - The Margaret Holmes Kerr Perpetual Trophy for the 1st monohull boat to cross the finish line.
- 8.2. All mementos are awarded subject to sufficient entries in the particular Race Category and Division as follows:
 - Fewer than 7 starters, no 3rd place memento is awarded.
 - Fewer than 5 starters, no 2nd or 3rd place mementos are awarded.
 - Fewer than 3 starters, there is no Race for that Handicap System and/or Division, and no mementos are awarded. Double Handed and Multihull Race Categories mementos are not subject to this Condition.
 - Line honours follow the same rules except all eligible boats are counted regardless of Handicap Systems.
- 8.3. Additional mementos are presented to competitors for the following achievements, subject to the qualifications noted above:
 - Line Honours – First Monohull boat and first Multihull boat to cross the finish line.

- 1st, 2nd and 3rd placegetters on corrected time using combined division results under the AMS, ORC, OMR and PHS Handicap Systems, subject to the “number of starters” qualifications noted above.

- 8.4. Results and perpetual trophy presentations will be conducted at the Mersey Yacht Club at a date and time to be announced following the finish of the last boat.
- 8.5. The presentation of trophies and mementos will be at the next ORCV Annual Presentation Night at a date, time and location to be announced. A single memento will list all eligible achievements won during the season.

9. Changes to Rules and Special Regulation Requirements

9.1. Changes to the Racing Rules of Sailing

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

RRS 52: The rule is modified:

- to allow self-steering equipment to be used by boats sailing in the Double Handed Race Category and, in the Monohull, and Multihull Race Categories with 4+autohelm.
- to allow the adjustment of movable water ballast or canting keels on any boat and the use of stored power to do so.
- to allow the use of stored power for sail handling and sail trimming on any boat.

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 must be produced by the due date specified in this Notice of Race.

9.2. Changes to Australian Sailing Category 2 Special Regulations

- 9.2.1. Boats equipped with liquid fuel propulsion engines must 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(metres)/0.2).
- 9.2.2. Boats equipped with electric propulsion motors must, by the use of batteries and generating capacity, start the Race with sufficient power to operate under motor with an effective range of 150 NM.
- 9.2.3. Except where the Sailing Instructions specify use of phone or VHF radio, boats must use a satellite phone compliant with the following additional conditions for all communications with the Organising Authority:
 - The satellite phone must be powered by the boat’s house battery and monitored at all times while racing.
 - Speed dialling capability to the Race Director must be demonstrated.

- Demonstrated ability to send and receive text messages.

9.2.4. The boat must have a fully functional DSC VHF radio with the boat's own MMSI number configured and a GPS receiver connected for position information.

9.2.5. Multihull entries in the Race must:

- 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 or the ABS guide for Category A events.
- Demonstrate compliance with the Design Category A Multihull Stability requirements of ISO 12217 – 2:2015 sections 7.8, 7.9 and 7.10.

9.2.6. This Race requires Race Category 1 Training for SR 6.01.1). That is, at least 50% of the crew members on a boat, with no fewer than 3 crew members (2 in the case of Double Handed Race Category boats), including the person in charge must, within 5 years of the start of their race have completed an Australian Sailing Safety and Sea Survival Course (SSSC qualified) or an ORCV approved equivalent.

9.2.7. Double Handed Race Category boats and 4+autohelm must be fitted with a fully operational autohelm. The autohelm controller unit output must only act on the rudder rotation and no other part of the boat.

9.3. Penalties

9.3.1. **RRS 44.2:** Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Port Phillip. Multihulls are only required to take a One Turn Penalty.

9.3.2. **RRS A5:** The Protest Committee may apply a discretionary scoring or time penalty in lieu of disqualification for an infringement of a rule.

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

10. Tracking Devices

10.1. A boat may be required to carry a tracking device supplied by the ORCV.

10.2. A boat on which a tracking device fails or ceases to operate will be required to provide additional position reports by radio or satellite phone in accordance with the Sailing Instructions.

10.3. A boat 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.

10.4. The owner or charterer of each boat must 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. Sustainability

The ORCV is dedicated to promoting and upholding the principles of environmental stewardship in ocean racing. The event will be conducted in accordance with the Clean Regattas framework established by Sailors for the Sea. It is our intent to implement as many best practices as

possible throughout the duration of the race. Competitors are strongly encouraged to conscientiously consider their environmental impact both at sea and upon arrival at the destination by:

- Eliminating single-use plastic bottles – opt for refillable and store water using jerries or tanks on board.
- Containing and sorting rubbish, disposing appropriately at destinations or upon arrival home (e.g., recycling and organics, and reduce the amount sent to landfill).
- Picking up litter, especially in marinas or around clubs.
- Provisioning and storing food to reduce food and packaging waste, e.g. using reusable storage containers.
- Preventing oil, chemicals and microplastic pollution going to sea by inspecting and maintaining a clean bilge.

12. Pre-Race Briefing

- 12.1. A compulsory online pre-race briefing for entrants will be held at 2000 Wednesday 28 October 2026. Details including the meeting link will be provided via SMS and/or email to all skippers.
- 12.2. The skipper and one other crew member must attend the whole of this briefing unless an alternative arrangement has been made in advance with the ORCV.
- 12.3. A boat which does not comply with this Condition will not be eligible to race.

13. Event Classification and Advertising

- 13.1. Advertising on a boat must comply with the requirements of WS Regulation 20 (WS Advertising Code) for Category C.
- 13.2. The ORCV must be advised of all advertising that a boat intends to carry. The ORCV must be advised of all changes to that advertising.
- 13.3. The ORCV may decline to accept an application for entry of a boat which, in its opinion, is carrying advertising which conflicts with Government regulations or ORCV policies. If in doubt, the ORCV should be consulted as soon as practicable.

14. Trademarks and Copyright

- 14.1. “Melbourne to Devonport Yacht Race”, “Rudder Cup” and “M2D” 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.
- 14.2. This document is Copyright © Ocean Racing Club of Victoria Inc 2026. All enquiries should be directed to:

orcv@orcv.org.au

Ocean Racing Club of Victoria Inc
3 Aquatic Drive

ALBERT PARK VIC 3206
Australia

15. Media Rights and Restrictions

- 15.1. It is a condition of entry that the owner of the boat and all crew members:
- acknowledge that the ORCV owns all media rights to the Melbourne to Hobart 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 boat and its crew prior to, during and after the Race.
- 15.2. Crew members of boats 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 boats 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 boat or media representative at any time.
- 15.3. Entrants acknowledge and accept the media restrictions referred to in this section by completing the entry form.
- 15.4. 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 boat (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.

16. Disclaimer

- 16.1. All those taking part in the Race do so at their own risk and responsibility. Crew acknowledge this and, by having their names entered on the crew list, release the ORCV and MYC and their respective officers, employees, volunteers and members, from all liability.
- 16.2. 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”.*

17. Mooring Arrangements

- 17.1. Melbourne: Visiting boats seeking moorings in Melbourne should contact the ORCV office at the time of their race entry.
- 17.2. 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 boats intending to enter regardless of the Race Category in which they intend to enter.

A1 Resistance to Capsize

A monohull boat must provide evidence as follows to demonstrate that it achieves:

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

A multihull boat must provide evidence that it complies with the multihull stability requirements set out in ISO 12217 – 2: 2015 sections 7.8, 7.9 and 7.10.

A2 Proof of Stability

A monohull boat without a current valid ORCi but with a previously valid (but not current) certificate must 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 boat proposes to race, accompanied by a completed Stability Declaration supplied by the ORCV.

For a multihull boat stability requirement, compliance with ISO 12217-2:2015 sections 7.8 and 7.9 and 7.10 for Design Category A must be met. This compliance must be from a Naval architect signed letter stating compliance with these multihull stability requirements.

A3 Movable or Variable Ballast

A boat with movable or variable ballast must 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 section 6.4.4 with the lesser of FKR90 and FKR-90 used. AS Special Regulations Appendix B 7.2.2 apply.

A4 Documentation

Competitors found to be falsifying documentation, deliberately invalidating certificates or otherwise misleading the Race Committee with regard to stability of their boat are subject to action under RRS 69.1. If found guilty the penalty could include disqualification. 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 boat's compliance with the stability requirements, as to whether there is a satisfactory margin as required by this Appendix or as to a boat's compliance with the stability requirements is final and binding.

Appendix B: Boat Eligibility Requirements

Boats must comply with the requirements laid out in this Appendix to be considered eligible for entry to the Race.

Check ✓	Category	Requirement
	General	A monohull Boat must be built in accordance with the Australian Sailing Special Regulations Part 1, Section 3.03 and Appendix C as applicable. A multihull boat must be built in accordance with the hull construction requirements specified in 3.03.2 of the World Sailing Special Regulations. The Safety Regulations will be those of Australian Sailing Special Regulations, Part 1, Category 2 except as modified in Condition 9.
	Insurance	The owner of a boat entered in the Race must hold a marine legal liability insurance policy with respect to the boat, current when racing, with a sum insured of not less than A\$10 million. The insurance policy must state that the boat is covered for the Race or that it is covered for yacht races of a length greater than the Race length.
	AMS	A boat may only be entered in AMS if the boat: — Has a current, valid AMS Certificate issued by YRSA Inc, — The requirements, if any, of Condition 3 have been satisfied — Complies with all 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	A boat may only be entered in ORC if the boat: — Has a current, valid endorsed ORCc or ORCi Certificate issued by ORC via AS — The requirements, if any, of Condition 3 have been satisfied — 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).
	OMR	A multihull yacht may only be entered in OMR if the yacht: — Has a current, valid endorsed OMR Certificate — The requirements, if any, of Condition 3 have been satisfied.

Check ✓	Category	Requirement
	Equipment Audit	Each boat must have a signed Cat 2 Special Regulations Equipment Audit Form following inspection no more than 12 months before the race start date by an AS Accredited Equipment Auditor. — In addition, a signed copy of the Cat 2 Pre-Race Equipment Checklist and Declaration Form (confirming the safety equipment on board at the time of the Race) must be on board and available for inspection by ORCV upon request. — Guidance and forms can be found at https://www.orcv.org.au/sailing/compdec
	Satellite Phone Check	A pre-arranged phone check must be carried out using the boat's permanently installed satellite phone to the Race Director's phone (0418 396 605) within the period: • 0900 Saturday 17 October to 1800 Sunday 25 October 2026. The satellite phone check includes first calling the Race Director phone to confirm voice transmission and then a suitable test text message. The Race Director will return the test text message with confirmation of receiving.

Check ✓	Category	Requirement
	Charts and Navigational Equipment	Charts conforming with the requirements of Australian Sailing Special Regulation 4.10 must be carried by competing boats. Use of ENC electronic charts is recommended. In addition it is recommended that the following paper charts are carried: AUS 143 Port Phillip Where a boat relies upon paper charts to meet the requirements of Special Regulation 4.10, the charts shall cover the full length of the course from Port Phillip to Devonport at a scale of 1:500,000 or less and detailed charts for the entrance to Port Phillip and Devonport. Charts meeting this requirement are: AUS 144 The Rip AUS 487 Bass Strait AUS 164 Approaches to Devonport ~ Devonport ~ Ulverstone The following additional charts are recommended: AUS 158 Australia South Coast - Victoria - Port Phillip South and West Channels AUS 788 Australia South Coast - Victoria - Cape Otway to Cape Schanck World hydrographic offices are discontinuing paper charts over time in favour of Electronic Nautical Charts (ENC's – S-57 & S-63) and then towards S-100. As such, some paper charts are no longer available. Where paper charts are used they must be updated to the latest Notice to Mariners (NtM) within 1 month of the start of the Race.

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.

Check ✓	Category	Requirements															
	Membership	All persons sailing on competing boats must be members of a AS-affiliated club. AS membership numbers must be included on the online TopYacht crew list. Crew with no AS membership must obtain an Ocean Pass from https://www.orcv.org.au/club/crew-and-passes .															
	Age	The minimum age of all crew is 16, with a majority of the crew being at least 18 years. Crew aged 16 or 17 years must provide evidence to the Race Committee demonstrating past sailing experience, provide parental consent to participate in the Race and must hold a current AS SSSC qualification. The Race Committee may, in its absolute discretion, refuse to allow any crew member aged 16 or 17 years of age to participate in the Race. For Double Handed Race Category, the minimum age is 18.															
	Minimum Crew Number	<table border="1"> <thead> <tr> <th>Category</th><th>With Autohelm</th><th>Without Autohelm</th></tr> </thead> <tbody> <tr> <td>Monohull</td><td>4</td><td>6</td></tr> <tr> <td>Multihull</td><td>4</td><td>6</td></tr> <tr> <td>Cruising</td><td>4</td><td>6</td></tr> <tr> <td>Double handed</td><td>2</td><td>2</td></tr> </tbody> </table>	Category	With Autohelm	Without Autohelm	Monohull	4	6	Multihull	4	6	Cruising	4	6	Double handed	2	2
Category	With Autohelm	Without Autohelm															
Monohull	4	6															
Multihull	4	6															
Cruising	4	6															
Double handed	2	2															
	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 the person in charge must have sufficient experience, declared online via TES. https://topyacht.com.au/myty/mytyLogin.php . For the Double Handed Race Category, the requirement is 100%.															
	Training	At least 50% of the crew, but not fewer than 3 crew members (2 in the case of Double Handed Race Category boats), including the person in charge must have completed an Australian Sailing Safety and Sea Survival Course (SSSC qualified) or an ORCV approved equivalent within 5 years before the															

Check	Category	Requirements
✓		start of the race. Crew must update their TopYacht sailing profile to reflect their training qualifications (https://topyacht.com.au/myty/mytyLogin.php). It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification. Refer to the ORCV training courses available on https://www.orcv.org.au/training/sea-safety-and-survival-course-full
	First Aid	At least one crew member on a boat must be both first aid qualified and SSSC qualified. That is: — Hold a current HLTAID011 Provide First Aid Certificate or equivalent qualification, — Or be a practising medical practitioner. — Crew must update their TopYacht Sailor Profile to reflect their qualifications with link to https://topyacht.com.au/myty/mytyLogin.php
	Radio	At least 2 crew members must hold: — a Short-Range Operator Certificate of Proficiency (SROCP). Crew must update their TopYacht Sailor Profile to reflect their qualifications with link to https://topyacht.com.au/myty/mytyLogin.php
	Double Handed	For the Double Handed Race Category, two crew are required, and both crew members must be: — 18 years of age or over, — Sufficiently experienced and have completed at least one Category 2 race, — SSSC qualified, — First aid qualified, — Radio qualified, — Must always wear a life jacket when on deck.

Appendix D: Entry Documentation

The documentation listed below must be supplied by **2359 MONDAY 19 OCTOBER 2026**.

Check ✓	Documentation	Notes
	Crew List (Online), correctly and fully completed with all associated personal details. The skipper is responsible for its accuracy and currency.	Updated using the “online TopYacht Entry System” (TES)
	Audited Category 2 Special Regulations Equipment Audit form by an AS Accredited National Equipment Auditor.	Updated using TES
	Monohull verification of Hull Construction Standards — Where a boat relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance. — Where a boat relies on compliance with ABS, the boat’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 or a signed statement by a Naval architect or other person familiar with the standards certifying compliance with the requirements of the ABS. — Where a boat 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 boat in accordance with that ISO standard. Multihull verification of Hull Construction Standards Multihulls must comply with World Sailing Special Regulation Clause 3.03.2. The ORCV will accept a signed statement by a naval architect or other person familiar with the standards” certifying compliance with the World Sailing requirement.	Updated using TES

Check	Documentation	Notes
✓		
	Evidence of Stability (see Appendix A: Stability Requirements)	Updated using TES
	Details, on TopYacht, of crew members holding Australian Sailing Safety and Sea Survival Course Certificates, including the relevant expiry dates.	Updated using TES
	First Aid Certificate expiry date.	Details entered using TES
	All crew PLB details – brand and PLB ID (HEX code)	Details entered using TES
	Current Insurance Certificate of Currency as per Appendix B: Boat Eligibility Requirements	Details entered using TES
	Skipper's Declaration form filled out and signed. Available online from TES	Downloaded form and filled out form uploaded using TES
	Stability Declaration (see Appendix A: Stability Requirements)	Download the form, fill out, sign and upload using TES
	Colour photograph of the boat under sail, suitable for search and rescue 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.	Uploaded using TES
	The boat's satellite phone, the satellite phone number field must be filled out in "Boat Specs" on TES, and the phone number confirmed with the Race Director during the phone check.	Details entered in TES
	If requested, entrants in AMS Handicap System must provide a copy of their current AMS certificate.	The ORCV will advise skippers by email if this is required
	If requested, entrants in ORC Handicap System must provide a copy of their current Endorsed Rating Certificate (ORCc or ORCi).	The ORCV will advise skippers by email if this is required
	If requested, entrants in OMR Handicap System must provide a copy of their current OMR certificate.	The ORCV will advise skippers by email if this is required