



# Notice of Race

## 2017 Bass Strait Series

Incorporating the  
Melbourne to Devonport  
"Rudder Cup" Yacht Race



**DEVONPORT**

RUDDER CUP  
ORCV OCEAN RACE

V1.00



# THE RUDDER CUP YACHT RACE

In 1907, Thomas Fleming Day, editor of the American magazine "Rudder" wrote to his friend, the Commodore of the Geelong Yacht Club, T. A. Dickson, suggesting a race across Bass Strait to Tasmania in order to promote the sport of yachting. Day struck a trophy worth 60 guineas, a fortune at the time, as a prize for the winner.

More than 100 years later, yachts are still racing across Bass Strait for the honour of winning the Rudder Cup. The Rudder Cup is Australia's oldest ocean race and the 5<sup>th</sup> oldest organised ocean yacht race in the world, predating the Fastnet by nearly 20 years and the Sydney to Hobart race by nearly 4 decades.

The inaugural race was run from Port Phillip Heads to Low Head at the mouth of the Tamar River, a dis-



tance of 198 nautical miles. This first race was won by the 14.6m yawl *Thistle* skippered by Edgar Newland with a crew that included his wife and daughter. Conditions were reported to be very rough, so much so that Mrs Newland refused to relinquish the Rudder Cup so as to dissuade other yachtsmen from attempting such a dangerous race.

This original trophy came to light again in the 1960's when it was presented by Edgar Newland's son to the then Cruising Yacht Club of Victoria, now the ORCV, to be used again for the dash across Bass Strait. Today, the trophy is presented to the winner of the ORCV Melbourne to Devonport Race, from Portsea across Bass Strait to the finish line at the entrance to the Mersey River. Finishing yachts may then proceed up the Mersey to the Mersey Yacht Club for the post race hospitality and the final race in the series.

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# NOTICE OF RACE

THE 2017 BASS STRAIT SERIES, INCORPORATING THE 2017 MELBOURNE TO DEVONPORT RUDDER CUP YACHT RACE, WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP AND BASS STRAIT. OWNERS OF ELIGIBLE YACHTS ARE INVITED TO ENTER THIS SERIES UNDER THE CONDITIONS OF THIS NOTICE OF RACE. THE SERIES IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) INC WITH THE CO-OPERATION OF THE MERSEY YACHT CLUB.

## 1. BASS STRAIT SERIES RACES

### 1.1 Race 1: **2017 ORCV Cock of the Bay Yacht Race**

The warning signal for the race will be displayed at 1025 (Australian Eastern Daylight Time) on 26 December 2017.

This is a Category 6 (plus VHF radio) race conducted in Port Phillip between Station Pier and Blairgowrie and Mornington. A separate Notice of Race will be available for this race.

### 1.2 Race 2: **2017 ORCV Melbourne to Devonport Rudder Cup Yacht Race**

The warning signal for the race will be displayed at 1425 (Australian Eastern Daylight Time) on 27 December 2017.

This is a Category 2 race conducted from Portsea through the Heads, across the Bass Strait to a finish at the entrance to the Mersey River. However, see paragraph 11.3.

### 1.3 Race 3: **Advantage Pharmacy Top of the Island Yacht Race**

The warning signal for the race will be displayed at 1055 (Australian Eastern Daylight Time) on 30 December 2017.

This is a Category 5 race starting near the entrance to the Mersey River. A separate Notice of Race is available for this race on the MYC website.

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

## 2. RULES

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

- The 2013-2016 Racing Rules of Sailing (RRS) of World Sailing (WS), together with the prescriptions and safety 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) and the IRC Rule Parts A, B and C;
- The International Regulations for the Prevention of Collisions at Sea;

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

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

2.3 By entering this series or Race 2 individually, the owner of a yacht agrees that this Notice of Race (including amendments) and the entry form, the rules and regulations referred to in paragraph 2.1 and the Sailing Instructions shall be complied with by the yacht and by the owner.

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

## 3. CATEGORIES AND DIVISIONS

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

- IRC
- AMS
- Performance
- Double Handed
- Multihulls

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

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

3.4 Where fewer than 5 entries are received for a handicap category, other than the Double Hand-

ed and Multihull categories, the Race Committee reserves the right to reallocate those yachts to another handicap category.

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

3.6 Entry to the double handed categories is in addition to entry in one of more of the handicap categories.

#### 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 re-measurement of any yacht prior to the yacht racing.

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

4.5 A decision of the ORCV or the Race Committee as to any matter under this paragraph (4), including as to whether a yacht and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.

4.6 All safety equipment shall be on board and available for inspection. On request by the Race Committee, yachts shall be made available for spot inspection to audit safety regulation compliance. Spot checks may be carried out prior to the warning signal and may be carried out after a yacht finishes.

#### 5. APPLICATION FOR ENTRY

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

5.2 To qualify for the Early Bird Entry Fee, a completed application for entry must be received by the ORCV by 1200 on Wednesday, 29 November 2017. The ORCV will consider entries after that date but the full entry fee will apply. Late entries that are accepted may not appear in any fleet guide and may not be eligible to receive crew shirts and other paraphernalia.

5.3 Each yacht shall submit to the ORCV, no later than 1200 on Wednesday, 13 December 2017, the documentation listed in *Appendix D - Entry Documentation*.

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

The information will be given to search and rescue authorities and organisations, the Water



Police, volunteer coastal stations and media representatives and may be passed on by them to other organisations.

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

- 5.4 The ORCV is not obliged to accept an application for entry.
- 5.5 In accordance with RRS 76.1 the ORCV may reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.
- 5.6 Documentation supplied to or held by the ORCV under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 1700 on 24 December 2017.
- 5.7 A yacht's rating certificate shall not be changed after 1700 on 24 December 2017 except as a result of a rating protest or to correct a rating office error.
- 5.8 A yacht's crew list may be changed to correct errors, to reflect late crew changes or after protest, but shall not be changed later than one hour prior to the starting signal. After any change to a crew list, the yacht shall still satisfy the general requirements of paragraph 4.4. Changes to the crew or details of any crew member shall be notified on the online Crew List forms on the ORCV website or by mobile phone on the day of the race.

## 6. FEES

- 6.1 Race fees may be paid by credit card, cheque, EFT or bank draft on submission of the entry form or late documentation, as appropriate. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).
- 6.2 Series Entry  
All fees are for the series and one handicap category. A further category fee is payable for each additional handicap category over the initial one.  
  
Early Bird Entry (before 29/11/2017) . . . . . \$510  
Series Entry (after 29/11/2017). . . . . \$660  
Additional Categories (each) . . . . . \$30  
  
These fees include entry into the Cock of the Bay and the MYC Top of the Island races and the Bass Strait Series, scoring all three as a series.

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

### 6.3 Crew Fees

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

ORCV or MYC Members . . . . . \$65  
Non-Members . . . . . \$115

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

For crew who require an Ocean Pass membership, the crew fee is in addition to the Ocean Pass fee.

- 6.4 For individual race entries for the Cock of the Bay race and MYC Top of the Island Race, consult the Notice of Race for those races.

### 6.5 Refund Policy

The ORCV wishes to encourage entry to its events. However, races are expensive to organise and run, requiring a cancellation fee to be charged to cover administration costs.

A cancellation fee will apply where an entry to an event is cancelled within seven days of the event. For Category 2 yacht races, the cancellation fee is \$100.

In addition, any costs that the Organising Authority have incurred for crew merchandise, e.g. shirts, caps, etc., will be charged if they have been incurred before the entry is cancelled.

When cancelling an entry, please provide account details (BSB, A/C Number) for refunding the entry fee balance.

## 7. SCORING

### 7.1 Bass Strait Series Scoring

Yachts entering all three races of the Bass Strait Series in a category shall be eligible for Bass Strait Series trophies.

Scores shall be awarded in each race according to the corrected time results for each handicap category.

Only yachts entered in all races in the series for a handicap category shall be considered when allocating scores.

Yachts not starting or being disqualified in any race shall receive points for that race equal to

the number of competitors for the race + 2.

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

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

For the MYC Top of the Island Race, the ORCV will score yachts under IRC and AMS for the purposes of the Bass Strait Series even though these handicap divisions are not offered as part of this race.

For the MYC Top of the Island Race, the ORCV will score yachts under Performance Handicap using the handicaps allocated for the series by the ORCV.

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

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

## 8. DEVONPORT RACE 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.
- Multihull Line Honours – First multihull 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 The following perpetual trophies may be won by competitors, subject to the number of entries qualifications noted below:

- The Rudder Cup Perpetual Trophy will be awarded to 1<sup>st</sup> place on corrected time in the IRC or AMS measurement category with the largest number of entries, combined if multiple divisions exist.
- The Doc Bennel Perpetual Trophy will be awarded to 1<sup>st</sup> place on corrected time in the IRC or AMS measurement category with the least number of entries, 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 Boags Perpetual Trophy will be awarded to the first multihull yacht to cross the finish line.

- The First Out of the Heads Trophy will be awarded to the 1<sup>st</sup> yacht in the race to exit the Port Phillip Heads by crossing an imaginary line connecting Lonsdale Light with Point Nepean.

8.3 All trophies, including perpetual trophies, are awarded subject to sufficient entries in the particular category and division as follows:

- Less than seven entries, no 3rd place trophy is awarded.
- Less than five entries, no 2nd or 3rd place trophies are awarded.
- Less than three entries, there is no race for that handicap category and no trophies are awarded for the category and division.
- Line honours follow the same rules except all yachts are counted regardless of handicap categories.

Double Handed and Multihull division trophies are not subject to these requirements.

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

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

## 9. BASS STRAIT SERIES TROPHIES

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

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

## 10. TROPHY PRESENTATIONS

10.1 The presentation of trophies for the Melbourne to Devonport Rudder Cup Yacht Race, the MYC Top of the Island Race and the Bass Strait Series will be at a Presentation BBQ at Mersey Yacht Club at 1600 on 29 December 2017.



- 10.2 All trophy winners are acknowledged at Stanley with a bottle of wine from sponsors Chirping Bird Wines.
- 10.3 Handicap category 1<sup>st</sup> place getters and Line Honours winners will be awarded a single trophy memento listing all eligible trophies won during the series.

## 11. CHANGES TO RULES

### 11.1 Changes to the IRC Rules

IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 11.2: In accordance with a prescription by Australian Sailing, a yacht in the IRC Handicap Category may carry one more spinnaker than shown on the yacht's IRC Certificate without an increase of rating.

### 11.2 Changes to the Racing Rules of Sailing

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

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

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

RRS 52: A shall be modified:

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

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

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

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

### 11.3 Changes to Category 2 Special Regulations.

Boats having an HF radio shall use that for race sign-on and all position reporting schedules. Boats not having an HF radio may use a satellite phone in lieu of the HF radio but:

- They must demonstrate speed dialing capability to both AMSA and the Race Director,
- It must be rechargeable during racing and attached to the yacht, and
- They must have a fully functional DSC VHF radio with the yacht's own MMSI number configured and a GPS receiver connected for position information.

## 12. ALTERNATIVE PENALTIES

- 12.1 RRS 44.2 - Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Port Phillip.
- 12.2 RRS 44.3 - A Scoring Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.
- 12.3 RRS 64.1 – Scoring Penalties may apply at the discretion of the Protest Committee.
- 12.4 The scoring penalties will be applied in accordance with the Sailing Instructions.

## 13. TRACKING DEVICES

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

## 14. BRIEFINGS

### 14.1 Compulsory Race Briefing

A compulsory pre-race briefing for entrants in Race 2 will be held at a location to be announced on Sunday, 17 December 2017 at 1400.

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

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

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

### 14.2 Compulsory Weather Briefing

A weather briefing will be held at Blairgowrie Yacht Squadron on 27 December 2017 at 0800. At least two crew members from each yacht intending to race must attend this briefing. It is mandatory that the skipper and navigator attend.

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





## 15. EVENT CLASSIFICATION & ADVERTISING

- 15.1 Advertising on a yacht shall comply with the requirements of WS Regulation 20 (WS Advertising Code) for Category C. The ORCV may decline to accept an application for entry of a yacht which, in its opinion, is carrying advertising which conflicts with governmental regulations. If in doubt, the ORCV should be consulted as soon as practicable.
- 15.2 An application for entry shall contain brief details of all advertising that a yacht intends to carry. The ORCV shall be advised of all changes to that advertising.
- 15.3 The advertising rules apply from 0700 on 27 December 2017 until 2000 on 30 December 2017 or leaving Devonport whichever is sooner.

## 16. TRADEMARKS & COPYRIGHT

- 16.1 "M2D", "Melbourne to Devonport Yacht Race", "Rudder Cup" and "Bass Strait Series" are trademarks of the Ocean Racing Club of Victoria and the use of the trademarks is absolutely restricted and limited to use by or with the consent of the ORCV.
- 16.2 This document is Copyright © Ocean Racing Club of Victoria 2017. All enquiries to:
- Ocean Racing Club of Victoria  
27/91 Moreland Street  
FOOTSCRAY VIC 3011  
Australia

## 17. SPONSORSHIP & SIGNAGE

- 17.1 A yacht shall display any sponsor's materials, which may include boom decals, bow decals and backstay flags, in accordance with this Notice of Race and the Sailing Instructions (WS Regulation 20.3.1(d)).
- 17.2 Entrants may be supplied with race flags bearing any sponsor's name, which should be flown in the vicinity of the yacht's backstay. The flag should be flown from at least 0900 on 27 December 2017 until 1730 and flown again after finishing and before berthing in Devonport and should remain hoisted whenever in port and preferably until at least midnight on 30 December 2017.

## 18. MEDIA RIGHTS & RESTRICTIONS

- 18.1 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 ORCV Melbourne to Devonport

Rudder Cup 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.
- 18.2 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 and its 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.
- 18.3 Entrants acknowledge and accept the media restrictions referred to in this paragraph (18) by completing the entry form.
- 18.4 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.

## 19. DISCLAIMER

All those taking part in the race do so at their own risk and responsibility. Crew acknowledge this and release the ORCV, any sponsor 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 4, which states:

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

## 20. MOORING ARRANGEMENTS

- 20.1 Melbourne: Visiting yachts requiring moorings in Melbourne should advise the ORCV office as soon as possible.

- 20.2 Blairgowrie: While there is room, yachts may raft up together in the Blairgowrie Yacht Squadron marina for the night of 26 December 2017 under the direction of BYS officials. Yachts requiring individual berths should contact the Blairgowrie Yacht Squadron prior to the 30 November 2017 to arrange one.
- 20.3 Devonport: As directed by MYC Officials at the yacht club marina. Subject to weather conditions, yachts wanting to stay at MYC longer than two days beyond completion of their last race in the Series must make specific arrangements in advance with MYC.

# APPENDIX A - STABILITY REQUIREMENTS

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

## RESISTANCE TO CAPSIZE

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

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

## CERTIFICATE CURRENCY

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

## MOVABLE OR VARIABLE BALLAST

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

## FALSIFIED DOCUMENTATION

Competitors found to be falsifying documentation, deliberately invalidating certificates or otherwise misleading the race committee with regard to stability of their yacht are subject to action under RRS 69.1. If found guilty the penalty could include disqualification. The incident would also be reported to Australian Sailing.

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

# APPENDIX B - YACHT ELIGIBILITY REQUIREMENTS

Check	Category	Requirement
	General	<p>Yachts shall be built in accordance with the Special Regulations Part 1, Section 3.03 and Appendix C as applicable.</p> <p>(Race 2 only) The Safety Regulations shall be those of AS Special Regulations, Part 1, Category 2 except that:</p> <ul style="list-style-type: none"> <li>• If a yacht does not have an HF radio installed, a satellite phone may be used instead (see Satellite Phone below).</li> <li>• Special Regulation 4.21.1(b) does not apply for storm trysails as long as the yacht has mainsail reefing to reduce the luff by at least 50%.</li> </ul>
	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 198 nautical miles.
	IRC Yachts	<p>A yacht may only be entered in the IRC Handicap Category if the yacht:</p> <ul style="list-style-type: none"> <li>• has a current, valid IRC Certificate issued by RORC; and</li> <li>• has been weighed on scales by an RORC approved measurer; and</li> <li>• complies with all of the current IRC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).</li> </ul>
	AMS Yachts	<p>A yacht may only be entered in the AMS Handicap Category if the yacht:</p> <ul style="list-style-type: none"> <li>• has a current, valid AMS Certificate issued by YRSA Inc; and</li> <li>• complies with all of the current AMS Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).</li> </ul>
	Safety Audit	<p>For race 2, each yacht must be inspected after 1 July 2017 by an ORCV Accredited Auditor. A signed copy of the Cat 2 Safety Equipment Compliance Form must forward to the ORCV with the rest of the entry documentation.</p> <p>Details and guidance on the safety audit process may be found in the ORCV Year Book or obtained from the ORCV office.</p>
	Radio Check	<p>Primary radio support (<i>Ocean Racing</i>) 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 01/12/2017 - 18/12/2017.</p> <p>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.</p> <p>To arrange the radio check, contact Kordia on 02 6279 5774. Boats not recorded as having adequate radio signal strength and readability will not be eligible to start.</p>
	Satellite Phone	<p>For yachts without an HF radio installed, a phone check must be carried out using the satellite phone to the race director's phone (0418 396 605) in the period 10/12/2017-24/12/2017.</p> <p>Note: Yachts are only permitted to use a satellite phone if the yacht has no HF radio installed.</p>

Check	Category	Requirement
	Charts	<p>The following paper charts must be carried by competing yachts:</p> <p>AUS 143 Port Phillip  AUS 158 Port Phillip South &amp; West Channels  AUS 144 The Rip  AUS 487 Bass Strait  AUS 801 Cape Schanck to Cape Liptrap  AUS 799 Stony Head to Rocky Cape  AUS 164 Approaches to Devonport  ~ Devonport  ~ Ulverstone</p>

# APPENDIX C - CREW ELIGIBILITY REQUIREMENTS

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 18 years must provide evidence to the Sailing Office demonstrating past sailing experience and hold a current SSSC certificate. The Race Committee may, at its absolute discretion, refuse to allow any crew members aged between 16 and 18 years of age to participate in the race.
	Experience	In accordance with 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, shall have completed an Australian Sailing Safety and Sea Survival Course or an ORCV approved equivalent. Copies of crew members' current Certificates of Competence or equivalent shall be provided. It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.
	First Aid	At least one crew member on a yacht shall hold a Senior First Aid Certificate or equivalent qualification or be a practising medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided.
	Radio	At least one crew member on a yacht shall hold a Restricted Operators Certificate of Proficiency in Radio Telephony issued by a relevant authority or higher qualification. Copies of the crew member's Certificate or other qualification shall be provided.
	Double Handed	For the Double-Handed Division, both crew must be over 18 years of age, have completed a AS SSSC or an ORCV approved equivalent, hold MROCP and Senior First Aid or equivalent qualification or be a practising medical practitioner.

# APPENDIX D - ENTRY DOCUMENTATION

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

