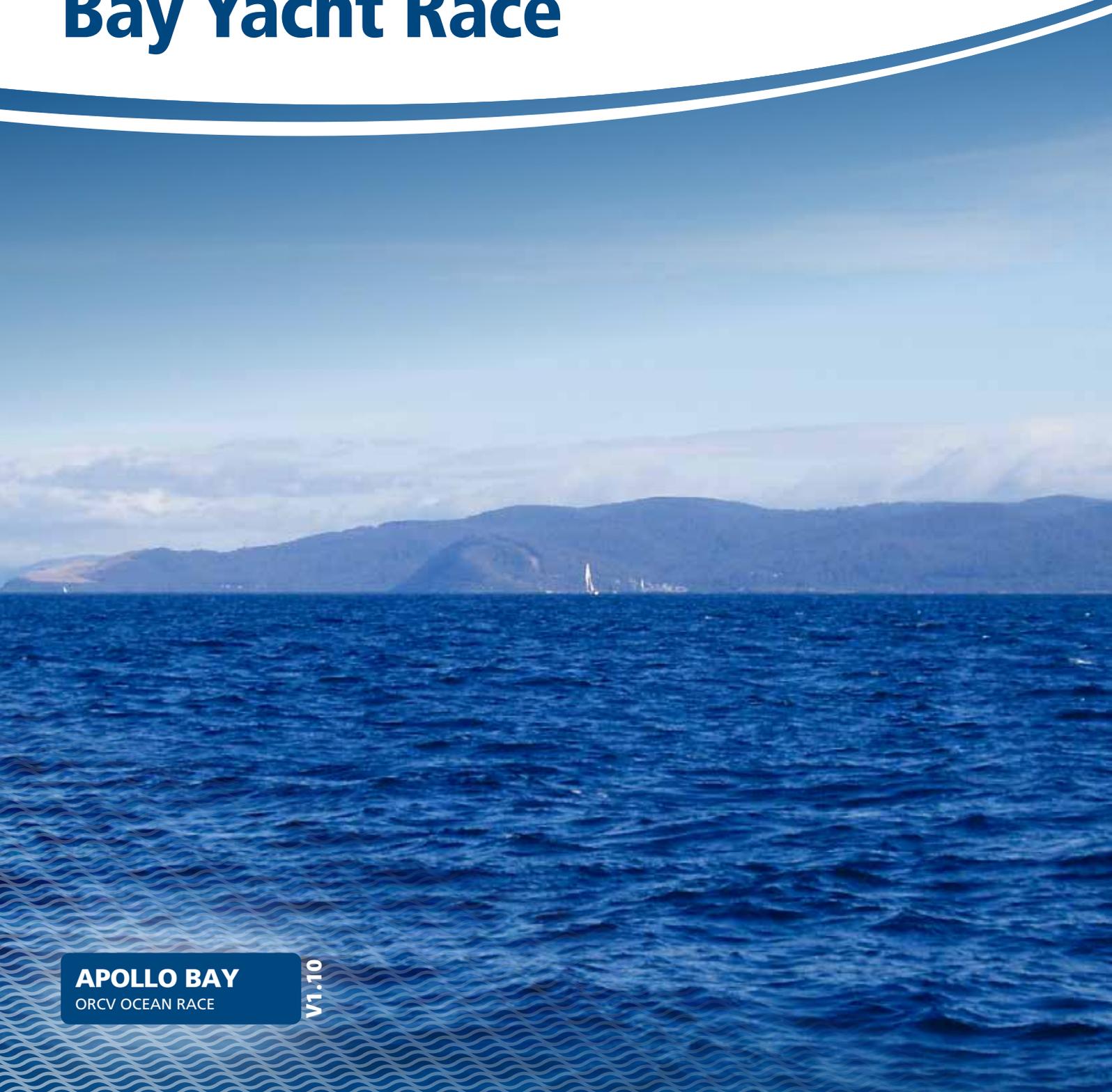




Notice of Race

# 2014 Melbourne to Apollo Bay Yacht Race



**APOLLO BAY**  
ORCV OCEAN RACE

V1.10

# 2014 APOLLO BAY YACHT RACE

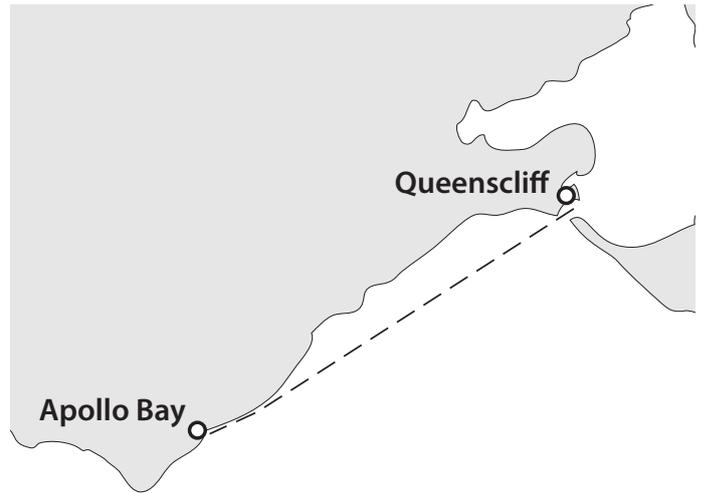
A short coastal race starting off Queenscliff, out of Port Phillip Heads before turning right along the coast to Apollo Bay.

This is an ideal race for those new to ocean racing with its shorter length and proximity to the coast. Being the concluding race on the summer racing calendar, the 52 mile dash to Apollo Bay can decide the Ocean Racing Championship.

The race is often won or lost by navigators and tacticians in their decisions to sail a seaward course or hug the shoreline in search of better breeze.

Berthing is available in the Apollo Bay marina and there are excellent facilities in the town for meals and post race refreshment.

This race is part of the Offshore Championship.



## OFFSHORE SERIES

ORCV OCEAN RACING



# NOTICE OF RACE

**THE 2014 APOLLO BAY YACHT RACE WILL BE CONDUCTED ON THE WATERS OF BASS STRAIT. 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 (ORCV) INC.**

## 1. RACE

- 1.1 The warning signal for the race will be displayed at 0225 Australian Eastern Standard Time on Saturday, 17 May 2014.
- 1.2 This is a Category 3+ race (plus liferaft) conducted from the start off Queenscliff, through Port Phillip Heads and West along the Victorian coast to the finish off Apollo Bay Boat Harbour.
- 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 2013-2016 Racing Rules of Sailing (RRS) of the ISAF, together with the prescriptions and safety regulations of Yachting Australia (YA);
  - 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 Rules 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 this 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 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 event website ([www.orcv.org.au](http://www.orcv.org.au)).

## 3. CATEGORIES AND DIVISIONS

- 3.1 The race will be conducted with the following handicap categories:

- IRC
- AMS
- Performance
- Double Handed

- 3.2 The Race Committee, at its discretion, may allocate yachts to divisions within a handicap category.
- 3.3 Where fewer than 5 entries are received for a handicap category, other than the Double Handed category, the Race Committee reserves the right to reallocate those yachts to another handicap category.
- 3.4 A yacht may enter any handicap category for which it is eligible and any combination of those handicap categories.

## 4. ELIGIBILITY

### 4.1 General

The race is open to monohull yachts of a thoroughly seaworthy nature, which are entered by a member of a yacht club recognised by a State Yachting Authority and which conform to the requirements of YA Safety Category 3.

Yachts shall be built in accordance with the Special Regulations Part 1, Section 3.03 and Appendix C as applicable.

### 4.2 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 52 nautical miles.

### 4.3 IRC Yachts

A yacht may only be entered in the IRC Handicap Category if the yacht:

- has a current, valid IRC Certificate issued by RORC; and
- has been weighed on scales by an RORC approved measurer; and

- 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).

#### 4.4 AMS Yachts

A yacht may only be entered in the AMS Handicap Category if the yacht:

- has a current, valid AMS Certificate; 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).

#### 4.5 Safety Regulations

The Safety Regulations shall be those of YA Special Regulations, Part 1, Category 3. In addition, a liferaft is required to be carried.

#### 4.6 Pre-Race Radio Check

An HF radio is not required for this race. A VHF radio is required and a radio check with Coast Radio Melbourne (VHF Channels 16/67) before the date of the race is recommended.

#### 4.7 Re-Measurement

The ORCV may require re-measurement of any yacht prior to the yacht racing.

#### 4.8 Eligibility of Crew

All persons sailing on competing yachts shall be members of a YA-affiliated club or an international equivalent. YA membership numbers or their international equivalents must be included on the crew list.

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.

At least 30% of the crew on a yacht, with a minimum of two shall have completed a Yachting Australia Safety and Sea Survival Course or an ORCV approved equivalent. Copies of crew members' current Certificates of Competence or equivalent shall be provided.

In accordance with YA Special Regulation 2.04, at least 50% of the crew (three persons if crew size is fewer 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.

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' Certificates or other qualification shall be provided.

At least one crew member on a yacht shall hold a Marine Radio Operator's Certificate of Proficiency (MROCP) in Radio Telephony issued by a relevant authority or higher qualification. Copies of the crew members' Certificates or other qualification shall be provided.

It is recommended that the skipper or sailing master have a recognised Yachting Australia certificate (or equivalent) of at least an Offshore Skipper certification.

For the Double-Handed Division, both crew must be over 18 years of age, have completed a YA SSSC or an ORCV approved equivalent, hold MROCP and Senior First Aid or equivalent qualification or be a practising medical practitioner.

#### 4.9 Determination of Eligibility

A decision of the ORCV or the Race Committee as to any matter under this paragraph (4), including 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.

#### 4.10 Inspections

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

5.2 A completed application for entry shall be received by the ORCV by 1200 on Wednesday, 30 April 2014. The ORCV will consider entries after



that date but a late entry fee will apply and the entry may not be accepted. Any late entries that are accepted may not appear in any fleet guide and might not be eligible to receive crew shirts and other paraphernalia if provided.

5.3 Each yacht shall submit to the ORCV, no later than 1200 on Wednesday, 7 May 2014, the following documentation:

- Crew List (Online), correctly and fully completed with all associated personal details. Yachts are responsible for its accuracy and currency.
- Verification of Hull Construction Standards

In the case that a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance.

In the case that a yacht relies on compliance with ABS, the yacht's IMS 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.

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.

- A copy of the yacht's Safety Equipment Compliance Declaration (Category 3).
- For entrants in AMS or IRC divisions, a copy of a current AMS or IRC certificate
- Yachting Australia 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
- Lifteraft Inspection Certificate, one for each liferaft
- Current Insurance Policy
- Evidence of Stability (see Appendix A)
- Stability Declaration (as issued by the ORCV that no changes have been made to the yacht since the issue of the Evidence of Stability)

**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.

- 5.4 The ORCV is not obliged to accept an application for entry.
- 5.5 The items listed in paragraph 5.3 may be accepted after the due date at the discretion of the ORCV, subject to a request for late acceptance being made to the ORCV in writing, accompanied by the specified Late Documentation Fee.
- 5.6 In accordance with RRS 76.1, the ORCV will reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.
- 5.7 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 16 May 2014.
- 5.8 A yacht's rating certificate shall not be changed after 1700 on 16 May 2014 except as a result of a rating protest or to correct a rating office error.
- 5.9 A yacht's crew list may be changed to correct errors and to reflect late crew changes 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 4.8. Changes to the crew or details of any crew member shall be notified through the online entry facility on the ORCV web site or by mobile phone or radio call on the day of the race.

## 6. FEES

- 6.1 Race fees may be paid by credit card, cheque or bank draft on submission of the entry form or late documentation, as appropriate. They are not refundable or rebatable. 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. An additional category fee is payable for each additional handicap category over the initial one.

Race Entry . . . . .	\$125
Additional Categories (each) . . . . .	\$65

ORCV members will receive a 15% discount on the race entry fees.

- 6.3 Late Fees  
Late Entry Fee . . . . . \$105  
Late Document Fee. . . . . \$105

- 6.4 Crew Fee  
A crew fee of \$60 is payable for each crew member who is not a member of the ORCV.

- 6.5 Refund Policy  
Yacht races are time consuming and expensive to organise and that expense is incurred before a race starts. As a result, the following policy has been agreed by the General Committee of the ORCV:

- Race entry fees are not refundable after the closing date for entries in that race.
- For races which start at the scheduled time, yachts which withdraw their entry after the closing date for entries shall incur an administration fee and all direct costs for the event including tracker, merchandise or catering expenses as appropriate.
- Yachts that withdraw after the start of a race are liable for all race and crew expenses.
- For races which are abandoned by the ORCV, yachts will be given credit of their entry and crew fees to the next race in which they sail.
- For races which are postponed by the ORCV and resailed later, yachts which cannot participate in the resailed race may write to the ORCV and request credit of their entry and crew fees to the next race in which they sail.

## 7. SCORING

- 7.1 IRC  
Results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.
- 7.2 AMS  
Results will be calculated by the application of the AMS Time Correction Factor (TCF) as a multi-



plier of elapsed time. The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

### 7.3 Performance

Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A yacht's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)). The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

### 7.4 Double Handed

Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A yacht's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)). The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

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

7.6 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 will be presented for:

Line Honours

First, Second and Third (if sufficient entries) on corrected time within each category.

### 8.2 Trophy Presentations

The presentation of trophies will be at the 2014 ORCV Annual General Meeting at a date, time and location to be announced.

## 9. CHANGES TO RULES

### 9.1 Changes to the IRC Rules

IRC Rule 26.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 26.6.2.2: In accordance with a prescription by Yachting Australia, 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.

### 9.2 Changes to the Racing Rules of Sailing

RRS 41: Whilst racing a yacht 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 publicly 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, and
- to allow the adjustment of movable water ballast or canting keels on any yacht.
- to allow the adjustment and operation of sails or the adjustment of movable appendages 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.

## 10. TRACKING DEVICES

- 10.1 A yacht may be required to carry a tracking device supplied by the Organising Authority.
- 10.2 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.
- 10.3 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.
- 10.4 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 onboard.

## 11. EVENT CLASSIFICATION & ADVERTISING

- 11.1 Advertising on a yacht shall comply with the requirements of ISAF Regulation 20 (ISAF 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.
- 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 "Melbourne to Apollo Bay Yacht Race" and M2AB are trademarks of the Ocean Racing Club of Vic-

toria, Inc and the use of the trademarks is absolutely restricted and limited to use by or with the consent of the ORCV.

## 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. MEDIA RIGHTS AND 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 Apollo Bay 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 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.
- 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 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"*

## 15. MOORING ARRANGEMENTS

- 15.1 Melbourne: Visiting yachts requiring moorings in Melbourne should advise the ORCV office as soon as possible.
- 15.2 Apollo Bay: In the Apollo Bay Boat Harbour.

# 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:

- an IMS or ORCi Stability Index of 103 or greater for the configuration in which the yacht proposes to race,
- an IRC SSS Base Value of 16 or greater for the configuration in which the yacht proposes to race,
- an ISO 12217-2 Design Category or IRC Category A or B,
- a Screening Value (SV) of 10 or less subject to YA Special Regulations Part 1 Appendix B paragraph B.5.1, or
- a Righting Moment Index (RMI) of 1.4 or greater.

## 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 or SSS Base Value with a satisfactory margin to the minimum stability requirement for Race Category 3 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 0.8 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 Yachting Australia.

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.