

## NOTICE OF RACE

# 2019 MELBOURNE TO KING ISLAND YACHT RACE



**KING ISLAND**  
ORCV OCEAN RACE

Version 1.00 Final

# MELBOURNE TO KING ISLAND YACHT RACE

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

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

This race is part of the ORCV Offshore Championship.

**OFFSHORE SERIES**  
ORCV OCEAN RACING



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# NOTICE OF RACE

THE 2019 ORCV MELBOURNE TO KING ISLAND 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, INC WITH THE CO-OPERATION OF THE KING ISLAND BOAT CLUB.

## 1. RACE

- 1.1. The warning signal for the race will be displayed at 2255 (Australian Eastern Standard Time) on Friday, 8 March 2019.
- 1.2. This is a Category 2 race, except as noted in paragraph 9.3, conducted from the start off Queenscliff, through Port Phillip Heads and across Bass Strait to the finish off Grassy Harbour on King Island.
- 1.3. The details of the course including any marks will be in the Sailing Instructions for the race.

## 2. RULES

- 2.1. The race will be governed by the current versions of:
  - the 2017-2020 Racing Rules of Sailing (RRS) of World Sailing (WS),
  - the Prescriptions and Special Regulations of Australian Sailing (AS),
  - the Special Regulations of the Ocean Racing Club of Victoria (ORCV),
  - where applicable, the rules and regulations of the Australian Measurement System (AMS) 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 the 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 & DIVISIONS

- 3.1. The race will be conducted with the following racing divisions and handicap categories:
  - Unrestricted Monohull (IRC, AMS, PHS)
  - Double Handed (IRC, AMS, PHS)
  - Multihull Racing (PHS)
- 3.2. Entries to the Double Handed Division constitute a separate race entry and are additional to the entry of the yacht in the Unrestricted Monohull Division.
- 3.3. The Race Director may create one or more additional Unrestricted Monohull Divisions having regard to the number of entries and the performance characteristics of competitors.
- 3.4. Non-Spinnaker and Two-Handed rating certificates are not used.
- 3.5. The Race Committee reserves the right to cancel any category with fewer than five entries.

## 4. ELIGIBILITY

- 4.1. The races are open to yachts of a thoroughly seaworthy nature, which are entered by a member of a yacht club recognised by a State Yachting Authority.
- 4.2. Each yacht shall comply with the eligibility requirements listed in *Appendix B Yacht Eligibility Requirements*.
- 4.3. The ORCV may require remeasurement of any yacht prior to the yacht racing.
- 4.4. The crew of each yacht must meet the eligibility requirements listed in *Appendix C Crew Eligibility Requirements*.
- 4.5. A decision of the ORCV or the Race Committee as to any matter under this paragraph (4 *Eligibility*), including as to whether a yacht and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.
- 4.6. All safety equipment shall be on board and available for inspection. On request by the Race Committee, yachts shall be made



available for spot inspection to verify safety regulation compliance. Spot checks may be carried out prior to the warning signal or after a yacht finishes.

## 5. APPLICATION FOR ENTRY

- 5.1. An application for entry must be made on the online entry system at [www.orcv.org.au](http://www.orcv.org.au).
- 5.2. To enter the race, a completed application for entry must be received by the ORCV by 1200 on Wednesday, 27 February 2019.
- 5.3. The ORCV may consider entries after that date but late entries that are accepted may not appear in any fleet guide and may not be eligible to receive any crew shirts and other paraphernalia, if provided.
- 5.4. To qualify for the Early Bird Entry Fee, a completed application for entry must be received by the ORCV by 1200 on Wednesday, 20 February 2019.
- 5.5. Each yacht shall submit to the ORCV, no later than 1200 on Wednesday, 27 February 2019, 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 may be given to search and rescue authorities and organisations, the Water Police, volunteer coastal stations and media representatives and may be passed on by them to other organisations.

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

- 5.6. The ORCV is not obliged to accept an application for entry.
- 5.7. In accordance with RRS 76.1, the ORCV may reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.
- 5.8. Documentation supplied to or held by the ORCV under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 1700 on Friday, 8 March 2019.
- 5.9. A yacht's rating certificate shall not be changed after 1700 on Friday, 8 March 2019 except as a result of a rating protest or to correct a rating office error.

- 5.10. A yacht's crew list may be changed to correct errors, to reflect late crew changes or after protest, but shall not be changed later than one hour prior to the starting signal. After any change to a crew list, the yacht shall still satisfy the general requirements of paragraph 4.4. Changes to the crew or details of any crew member shall be notified through the online entry facility on the ORCV web site ([www.orcv.org.au](http://www.orcv.org.au)) or by mobile phone to the race director's phone (0418 396 605) on the day of the race.

## 6. FEES

- 6.1. Race fees may be paid by credit card, cheque 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. Race Entry

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

A further additional fee applies where an eligible yacht enters the Double Handed Division. This additional fee includes, subject to eligibility, all the Handicap Categories offered in the Double Handed race.

Early Bird Entry (on or before 20/02/2019)	\$330
Normal Entry (after 20/02/2019)	\$430
Additional Handicap Categories (each)	\$30
Double Handed Division	\$30

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

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

- 6.3. Crew Fees  
A crew fee of \$60 is payable for each crew member who is not a member of the ORCV or KIBC.  
For crew who require an Ocean Pass membership, the crew fee is in addition to the Ocean Pass fee.
- 6.4. 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 and committed costs.

A cancellation fee will apply where an entry to an event is cancelled within fourteen (14) days of the event. For Category 2 yacht races, the cancellation fee is \$100.

In addition, any costs that the ORCV has 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. The scoring system will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).
- 7.2. Prorated positions may be used to determine a result for the race in the event that the race is shortened.

## **8. TROPHIES**

- 8.1. Trophies are presented to competitors for the following achievements, subject to the number of entries qualifications noted below:
  - Line Honours – First monohull yacht to cross the finish line in any handicap category.
  - 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. All trophies are awarded subject to sufficient entries in the particular category and division as follows:
  - Fewer than seven entries, no 3<sup>rd</sup> place trophy is awarded.
  - Fewer than five entries, no 2<sup>nd</sup> or 3<sup>rd</sup> place trophies are awarded.
  - Fewer 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 eligible yachts are counted regardless of handicap categories.

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

- 8.3. Results will be announced at the King Island Boat Club following the finish of the last yacht.
- 8.4. All trophy winners are acknowledged at Grassy with a bottle of wine from sponsors Chirping Bird Wines.
- 8.5. The presentation of trophy mementos will be at the 2019 ORCV Annual General Meeting at a date, time and location to be announced. Handicap category first placegetters and line honours winners will be awarded a single trophy memento listing all eligible trophies won during the season.

## **9. CHANGES TO RULES**

- 9.1. Changes to the 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.
- 9.2. Changes to the Racing Rules of Sailing

RRS 41: While 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 to the extent permitted by their stability rating.

RRS 52: The rule shall be modified:

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

- to allow the use of stored power for sail handling and sail trimming on any yacht.

RRS 55: 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.

#### 9.3. Changes to Category 2 Special Regulations

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

- It shall be powered up and monitored at all times while racing;
- They must demonstrate speed dialling capability to both AMSA and the Race Director;
- The satphone 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.

#### 9.4. Alternative Penalties

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

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

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

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

## 10. TRACKING DEVICES

- 10.1. A yacht may be required to carry a tracking device supplied by the ORCV.
- 10.2. A yacht on which such a unit fails or ceases to operate will be required to provide additional position reports by radio or satellite phone in accordance with the Sailing Instructions.
- 10.3. A yacht that interferes with the normal operation of a tracking device or fails to comply with an ORCV request in regard to

tracking devices will be subject to protest by the Race Committee.

- 10.4. An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the ORCV for the period it is carried on board.

## 11. EVENT CLASSIFICATION & ADVERTISING

- 11.1. Advertising on a yacht shall comply with the requirements of WS Regulation 20 (WS Advertising Code) for Category C.
- 11.2. The ORCV shall be advised of all advertising that a yacht intends to carry. The ORCV shall be advised of all changes to that advertising.
- 11.3. The ORCV may decline to accept an application for entry of a yacht which, in its opinion, is carrying advertising which conflicts with governmental regulations. If in doubt, the ORCV should be consulted as soon as practicable.

## 12. TRADEMARKS & COPYRIGHT

- 12.1. "Melbourne to King Island Yacht Race" and "M2KI" are trademarks of the Ocean Racing Club of Victoria, Inc and the use of the trademarks is absolutely restricted and limited to use by or with the consent of the ORCV.
- 12.2. This document is Copyright © Ocean Racing Club of Victoria, Inc 2019. All enquiries should be directed to:

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

## 13. MEDIA RIGHTS & RESTRICTIONS

- 13.1. It is a condition of entry that the owner of the yacht and all crew members:
  - acknowledge that the ORCV owns all media rights to the Melbourne to King Island Yacht Race and may exercise those rights as it sees fit;
  - grant the ORCV the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images and biographical information relating to the crew and photographs, video footage and audio recordings taken of the yacht and its crew prior to, during and after the race.

- 13.2. Crew members of yachts may, prior to, during and after the race, speak or provide material to any media representatives accredited by the ORCV, regarding the race and the prospects, performance or strategy of yachts entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the ORCV, any sponsor and their officers and employees, the Race Committee, the Protest Committee, measurers or current or former sponsors of the ORCV. This approval may be revoked by the ORCV in respect of a yacht or media representative at any time.
- 13.3. Entrants acknowledge and accept the media restrictions referred to in this paragraph (13) by completing the entry form.
- 13.4. Any breach of these conditions may, at the discretion of the ORCV or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a yacht (refer RRS 76.1). This does not limit the right of the ORCV to take any other action it sees fit to enforce compliance with these conditions.

## **14. DISCLAIMER**

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

Specific attention is drawn to RRS Fundamental Rule 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. Grassy: In Grassy Harbours, as directed by King Island Boat Club officials. Details will be provided on arrival via VHF.

# Appendix A STABILITY REQUIREMENTS

THE REQUIREMENTS SPECIFIED IN THIS APPENDIX APPLY TO ALL YACHTS INTENDING TO ENTER REGARDLESS OF THE HANDICAP CATEGORY IN WHICH THEY INTEND TO ENTER.

## A1 RESISTANCE TO CAPSIZE

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

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

## A2 CERTIFICATE CURRENCY

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

## A3 MOVABLE OR VARIABLE BALLAST

A yacht with movable or variable ballast shall provide evidence that it achieves not less than

a Knockdown Recovery Factor of 0.9 under International Standard ISO 12217-2, calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the lesser of  $FKR_{90}$  and  $FKR_{-90}$  used. Special Regulations Appendix B 7.2.2 shall apply.

## A4 FALSIFIED DOCUMENTATION

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

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



# Appendix B YACHT ELIGIBILITY REQUIREMENTS

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

Check	Category	Requirement
	General	<p>Yachts shall be built in accordance with the Special Regulations Part 1, Section 3.03 and Appendix C as applicable.</p> <p>The Safety Regulations shall be those of AS Special Regulations, Part 1, Category 2 except as modified under paragraph 9.3.</p>
	Insurance	The owner of a yacht entered in the race shall hold a marine legal liability insurance policy with respect to the yacht, current when racing, with a sum insured of not less than A\$10 million. The insurance policy shall state that the yacht is covered for the race or that it is covered for yacht races of a length greater than the race length.
	IRC Yachts	<p>A yacht may only be entered in IRC if the yacht:</p> <ul style="list-style-type: none"> <li>• has a current, valid IRC Certificate issued by RORC;</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 AMS if the yacht:</p> <ul style="list-style-type: none"> <li>• has a current, valid AMS Certificate issued by YRSA Inc; and</li> <li>• 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>
	Equipment Audit	<p>Each yacht must be inspected after 1 July 2018 by an ORCV Accredited Auditor. A signed copy of the Cat 2 Safety Equipment Compliance Form must be forwarded 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 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 16/02/2019 - 03/03/2019.</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 6151 6688. 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 16/02/2019 - 03/03/2019.</p> <p>Note: Yachts are only permitted to use a satellite phone if the yacht has no HF radio installed.</p> <p>There must be some means of attaching the Satellite phone to the yacht to prevent loss overboard as well as the capability to charge it on board.</p>
	Charts	<p>The following paper charts must be carried by competing yachts:</p> <ul style="list-style-type: none"> <li>AUS 144 Australia South Coast - Victoria - The Rip</li> <li>AUS 487 Australia South Coast - Bass Strait</li> <li>AUS 789 Australia South Coast - Bass Strait - King Island</li> <li>AUS 178 Australia - Tasmania - Plans in Tasmania (Sheet 2)</li> </ul>

Check	Category	Requirement
		<p>~ Approaches to Grassy Harbour  ~ Grassy Harbour  ~ Smithton  ~ Currie Harbour  ~ Wynyard  ~ Stanley Harbour  ~ Port Latta</p> <p>The following additional charts are recommended:</p> <p>AUS 143 Australia South Coast - Victoria - Port Phillip  AUS 158 Australia South Coast - Victoria - Port Phillip South and West Channels  AUS 788 Australia South Coast - Victoria - Cape Otway to Cape Schanck</p>

# Appendix C CREW ELIGIBILITY REQUIREMENTS

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

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 AS 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 which require 100%, shall have completed an Australian Sailing Safety and Sea Survival Course (SSSC) or an ORCV approved equivalent. Copies of crew members' current Certificates of Competence or equivalent shall be provided.
		It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.
	First Aid	At least one crew member on a yacht shall hold an <i>HLD003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided.
	Radio	At least one crew member on a yacht shall hold a <i>Short-Range Operator Certificate of Proficiency (SROCP)</i> or <i>Australian Waters Qualification</i> or higher qualification issued by a relevant authority. Copies of the crew member's Certificate or other qualification shall be provided.
	Double Handed	For the Double-Handed Division, both crew members must be over 18 years of age, have completed a AS SSSC or an ORCV approved equivalent, hold an SROCP (VHF only) certificate or better qualification and an <i>HLD003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner.

# Appendix D ENTRY DOCUMENTATION

THE DOCUMENTATION LISTED BELOW MUST BE SUPPLIED BY THE REQUIRED DATE TO COMPLETE THE YACHT'S ENTRY TO THE RACE.

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.	
	The yacht's Safety Equipment Compliance Declaration (Category 2) shall be completed prior to commencing the race and a copy shall be kept on board for inspection if requested.	
	<p>Verification of Hull Construction Standards</p> <p>Where a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance.</p> <p>Where a yacht relies on compliance with ABS, the yacht's ORCi Rating Certificate recording an ABS plan approval or, alternatively, statements signed by the designer and builder confirming that they have respectively designed and built in accordance with the ABS Guide.</p> <p>Where a yacht relies on compliance with ISO 12215 Category A, a certificate demonstrating that compliance, with written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with that ISO standard.</p>	
	For entrants in 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.	
	HLDT003 Provide First Aid Certificates or acceptable equivalents.	
	Short-Range Operator Certificate of Proficiency (SROCP), Australian Waters Qualification or acceptable higher qualification. Submitting the certificate number online is sufficient.	
	406 EPIRB Certificate(s) or evidence of registration and currency	
	Current Liferaft Inspection Certificate(s)	
	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 should be a copyright free digital photograph of a size not less than 6cm by 6cm with a resolution not less than 75 DPI.	



Check	Documentation	Notes
	For yachts using a satellite phone, the phone number for the satellite phone must be lodged with the race director during the phone check.	