

2024 Melbourne to King Island Notice of Race



Amendments

Number	Sections Changed	Summary of Amendment
1.1	Warning signal	Time amended to 0255hrs
5.9	Change to Rating certificates	Date amended to Thursday 29 February 2024
8.1	Specification of of starters qualification	Amended to clause 8.2
Appendix D	Corrected date for submission of documentation	Amended to Thursday 29 February 2024

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2024 Melbourne to King Island Notice of Race

About the King Island race

While the Race to King Island is one of the shorter ocean races at a mere 114 miles, it presents some unique navigational challenges. Far from being a pushover, this Race is one of the most challenging to get right, given the currents around King Island.

The Race 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 Grassy Harbour.

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

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



The 2024 ORCV Melbourne to King Island Yacht Race will be conducted on the waters of Bass Strait from a start at the entrance to Port Phillip Bay. Owners of eligible yachts are invited to enter this Race under the conditions of this Notice of Race. The Race is organised and conducted by the Ocean Racing Club of Victoria, Inc in co-operation of the King Island Boat Club.

1. Race

- 1.1. The warning signal for the Race will be displayed at **0255 (Australian Eastern Daylight Time) on Saturday 9/03/2024.**
- 1.2. This is a Category 2 race, except as noted in paragraph 9.2, conducted from the start off Queenscliff, through Port Phillip Heads, across Bass Strait, to the finish off Grassy Harbour at King Island.
- 1.3. The King Island race is part of the ORCV Offshore and Double Handed Championships and is open to:
 - Monohull yachts racing fully crewed or “4 plus autohelm” or Doubled Handed,
 - Multihull yachts racing fully crewed or “4 plus autohelm,
 - Cruising yachts
- 1.4. The details of the course including any marks will be in the Sailing Instructions for the Race.

2. Rules

- 2.1. The Race will be governed by the current versions of:
 - The 2021-2024 Racing Rules of Sailing (RRS) of World Sailing (WS),
 - The Prescriptions and Special Regulations of Australian Sailing (AS),
 - The Special Regulations of the Ocean Racing Club of Victoria (ORCV),
<https://www.orcv.org.au/docman-link/safety/audit-forms-checklists/3989-orcv-special-regulations-applicable-from-15-september-2022-1/file>
 - Where a yacht is entered under AMS, the rules and regulations of the Australian Measurement System (AMS),
 - Where a yacht is entered under ORC, the rules and regulations of the Offshore Rating Congress (ORC),
 - The International Regulations for Preventing Collisions at Sea,
- 2.2. except as amended by this Notice of Race and the Sailing Instructions for the Race.
- 2.3. The ORCV reserves the right to amend this Notice of Race. Amendments will be published on the club website (www.orcv.org.au) and entrants at the time of any such amendment will be notified.

- 2.4. 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 NOR 2.1 and the Sailing Instructions shall be complied with by the yacht and by the owner.
- 2.5. The Sailing Instructions will be issued through the ORCV website (www.orcv.org.au).

3. Categories, Divisions and Handicap Systems

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

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

- 3.2. Yachts in the Monohull Category fully crewed, “4 plus autohelm” or Double Handed.
- 3.3. Yachts in the Multihull Category may race fully crewed or “4 plus autohelm”.
- 3.4. Entries to the Double Handed category constitutes a separate race entry and are additional to the entry of the yacht in the Monohull category.
- 3.5. The Cruising category is for monohulls only.
- 3.6. The Race Committee may split the Monohull Category into multiple divisions having regard to the number of entries and the performance characteristics of competitors.
- 3.7. Yachts 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.
- 3.8. Non-Spinnaker and Two-Handed rating certificates are not used for the Handicap systems used for scoring.
- 3.9. Yachts entered in the AMS and ORC Handicap systems of the Monohull Category shall have a valid Rating Certificate which includes a spinnaker with a measured area of at least 130% of the area of the yacht’s fore triangle where the fore triangle is defined as $0.5 \times FL \times J$ measured in accordance with the AMS rules.
- 3.10. The Race Committee reserves the right to cancel any Race Category or Division with fewer than five entries.

4. Eligibility

- 4.1. The Race is open to yachts of a thoroughly seaworthy nature, which are entered by a member of a yacht club affiliated with Australian Sailing.

- 4.2. Each yacht shall comply with the eligibility requirements listed in Appendix A: Stability requirements.
- 4.3. Each yacht shall comply with the requirements listed in Appendix B: Yacht eligibility requirements.
- 4.4. The ORCV may require remeasurement of any yacht prior to the yacht racing.
- 4.5. The crew of each yacht shall meet the eligibility requirements listed in Appendix C: Crew eligibility requirements.
- 4.6. A decision of the ORCV or the Race Committee as to any matter under this Section 4 Eligibility, including as to whether a yacht and their crew meet the eligibility criteria for entry in the Race, is final and binding and will not be grounds for a request for redress.
- 4.7. 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 shall be made on the TopYacht online entry system at www.orcv.org.au.
- 5.2. To enter the Race, a completed application for entry and payment of the race entry fee shall be received by the ORCV via the TopYacht online entry system by **2359 on Thursday, 29 February 2024**.
- 5.3. The ORCV may, at its sole discretion, accept entries after that date but will not normally do so where a yacht was in a position to enter by the due date.
- 5.4. Each yacht shall submit to the ORCV, no later than **2359 on Thursday, 29 February 2024**, the documentation listed in Appendix D Entry Documentation. Yachts which fail to meet this due date will, unless an alternative arrangement has been agreed with the Race Director, be subject to a 20 minute time penalty.
- 5.5. **Privacy Note:** Personal information about crew members is contained in the crew lists. That information is obtained for use in search and rescue situations and for media purposes.

The information may be given to search and rescue authorities and organisations, the Water Police, volunteer coastal stations and media representatives and may be passed on by them to other organisations.

A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the ORCV.
- 5.6. The ORCV is not obliged to accept an application for entry.
- 5.7. In accordance with RRS 76.1, the ORCV may reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.
- 5.8. Documentation supplied to or held by the ORCV under this Notice of Race (other than crew lists) shall not be changed (except to correct errors or after protest) **after 2359 on Wednesday, 6th March 2024**.
- 5.9. A yacht's rating certificate shall not be changed after **2359 on Thursday, 29th February 2024** 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, but shall not be changed later than 48 hours prior to the starting signal.** After any change to a crew list, the yacht shall still satisfy Appendix C: Crew eligibility requirements. Changes to the crew or details of any crew member shall be notified by mobile phone to the race director's phone (0418 396 605).

6. Fees

- 6.1. The race fee shall be paid via the TopYacht online entry system. 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 which a yacht is eligible.
- 6.3. No additional fee applies where an eligible yacht enters the Double Handed Category.

Early Bird Entry (on or before 16/02/2024)	\$360
Normal Entry (after 16/02/2024 and before 2359 hours Thursday 29th February 2024)	\$470

- 6.4 ORCV members receive a 15% discount on the race entry fee.
- 6.5 A yacht will not be considered a valid entry until the race entry fee is paid.
- 6.6 A crew fee of \$60 is payable for each crew member who is not a member of the ORCV.
- 6.7 Crew who do not have an Australian Sailing Number 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.
- 6.8 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 costs of race events to a minimum, there are significant administration and race preparation costs that have been incurred well before the Race date.
- 6.9 The ORCV cancellation and refund policy in respect of this Race is as follows:
- If a yacht cancels their entry in the Race before 23:59 on Thursday, 29 February 2024, the yacht is entitled to a 75% refund of the race entry and 100% of crew fees paid.
 - Otherwise, if a yacht cancels her entry in the Race, she is entitled to a 50% refund of the race entry fee.
 - If the ORCV cancels the Race due to exceptional circumstances, such as very bad weather, each yacht is entitled to a 50% refund of the race entry fee.
 - Otherwise, there is no refund of race entry or crew fees.
 - There is no refund in respect of crew merchandise that has been ordered and produced.
 - If you require a refund payment, please email the ORCV office (orcv@orcv.org.au) providing BSB and account number details for direct crediting of the refund.

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. Perpetual trophies are awarded, subject to the number of starters qualifications specified in clause 8.2 below, as follows:-
 - The **King Island Trophy** for first place on **AMS**, combined if multiple divisions exist.
- 8.2. All Trophies and Mementos are awarded subject to sufficient entries in the particular category and division as follows:
 - Fewer than seven starters, no 3rd place trophy is awarded.
 - Fewer than five starters, no 2nd or 3rd place trophies are awarded.
 - Fewer than three starters, there is no Race for that Category, Handicap System and/or Division and no trophies are awarded.
 - Line honours follow the same rules except all yachts are counted regardless of handicap categories.
- 8.3. Additional non perpetual Mementos are presented to competitors for the following achievements, subject to the qualifications noted below:
 - Line Honours – First monohull yacht and multihull to cross the finish line.
 - First, Second and Third placegetters on corrected time under the AMS, ORC and PHS Handicap Systems, subject to the “number of starters” qualifications noted below. These mementos include for each division and overall placegetters.
- 8.4. Double Handed Category trophies are not subject to the above “fewer than 3 starters” provision.
- 8.5. A presentation will be held at the King Island Boat Club with time to be announced.
- 8.6. The presentation of trophy mementos will be at the 2024 ORCV Annual Presentation Night at a date, time and location to be announced. Handicap System 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 and Category 2 Special Regulations

9.1. Changes/Clarifications to the Racing Rules of Sailing

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

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

RRS 52: The rule shall be modified:

- to allow self-steering equipment to be used by yachts sailing in the Double-Handed Division and in the Monohull and Multihull Categories 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.
- to allow the use of stored power for sail handling and sail trimming on any yacht.

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 shall 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. Yachts not having an HF radio capability shall apply via email to the ORCV for dispensation to use a satellite phone in lieu of HF radio. Yachts shall demonstrate speed dialling capability to both AMSA and the Race Director;
- 9.2.2. Yachts equipped with internal combustion engines shall 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/0.135).
- 9.2.3. Yachts equipped with electric propulsion engines shall start the Race with sufficient power, by use of batteries and generating capacity, to proceed under motor with an effective range of 150 NM.
- 9.2.4. A yacht equipped with an HF radio shall use that equipment for the communications specified in the Sailing Instructions for the Race.
- 9.2.5. A yacht not having an HF radio shall use a satellite phone subject to the following additional conditions:
- The satellite phone shall be powered up from the yachts house battery and monitored at all times while racing.
 - Externall mounted Satelite anntenna connected to the Sateliete phone inside the yacht
 - Speed dialling capability to the Race Director shall be demonstrated.
 - Demonstrated ability to send and receive text messages,
 - The yacht shall have a fully functional DSC VHF radio with the yacht's own MMSI number configured and a GPS receiver connected for position information.
- 9.2.5. Multihull entries in the race shall have a minimum waterline length of 12m and 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 for Category A events.

9.3. Alternative Penalties

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

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

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

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

10. Tracking devices and AIS

- 10.1. AIS transmitters must be in operation at all times when racing and for this delivery back to Melbourne, this transmission to include the boats name and MMSI.
- 10.2. A yacht may be required to carry a tracking device supplied by the ORCV.
- 10.3. A yacht on which such a unit fails or ceases to operate will be required to provide additional position reports by radio or satellite phone in accordance with the Sailing Instructions.
- 10.4. A yacht that interferes with the normal operation of a tracking device or fails to comply with an ORCV request in regard to tracking devices will be subject to protest by the Race Committee.
- 10.5. An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the ORCV, including the return of the device to the ORCV upon return to Port Phillip.

11. Race Briefing

- 11.1. **A compulsory online pre-race briefing for entrants will be held at 8.30 pm on 6th March, 2023. Details shall be provided via sms/email to all skippers.**
- 11.2. The skipper and one other crew member shall attend the whole of this briefing, unless an alternative arrangement has been made with the ORCV.
- 11.3. A yacht which is not represented at the above briefing shall not be eligible to race.
- 11.4. An online weather briefing will also be provided as part of the race briefing.

12. Event classification and advertising

- 12.1. Advertising on a yacht shall comply with the requirements of WS Regulation 20 (WS Advertising Code) for Category C.
- 12.2. 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.
- 12.3. The ORCV may decline to accept an application for entry of a yacht 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.

13. Trademarks and copyright

- 13.1. "Melbourne to King Island Yacht Race" is a trademark of the Ocean Racing Club of Victoria, Inc and the use of the trademark is absolutely restricted and limited to use by or with the consent of the ORCV.
- 13.2. This document is Copyright © Ocean Racing Club of Victoria, Inc 2024. All enquiries should be directed to orcv@orcv.org.au:

14. Media rights and restrictions

- 14.1. 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.
- 14.2. 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.
- 14.3. Entrants acknowledge and accept the media restrictions referred to in this section (14) by completing the entry form.
- 14.4. 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.

15. Disclaimer

- 15.1. 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 KIBC and their respective officers, employees, volunteers and members, from all liability.
- 15.2. 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 theirs alone”

16. Mooring arrangements

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

Appendix A: Stability Requirements

The requirements specified in this appendix apply to all yachts intending to enter

A1 Resistance to capsize

A monohull 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.

A multihull yacht shall provide evidence that she complies with the multihull stability requirements set out in ISO 12217 – 2: 2015 clauses 7.8, 7.9 and 7.10.

A2 Proof of Stability

For a Monohull 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.

For Multihull stability requirements, compliance of ISO 12217-2:2015 clauses 7.8 and 7.9 and 7.10 for Design Category A shall be met. This compliance shall be from a Naval architect signed off letter stating compliance with these Multihull stability requirements.

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 FKR90 and FKR-90 used. AS 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 regarding 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 shall comply with the requirements laid out in this appendix to be considered eligible for entry to the race.

Check	Category	Requirement
✓	General	<p>A monohull Yacht shall be built in accordance with the Australian Sailing Special Regulations Part 1, Section 3.03 and Appendix C as applicable.</p> <p>A multihull yacht shall be built in accordance with the hull construction requirements specified in 3.03.2 of the AS Special Regulations.</p> <p>The Safety Regulations shall be those of Australian Sailing Special Regulations, Part 1, Category 2 except as modified in this NOR Section 9 above.</p>
✓	Insurance	<p>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.</p>
✓	AMS Yachts	<p>A yacht may only be entered in AMS if the yacht:</p> <ul style="list-style-type: none"> — Has a current, valid AMS Certificate issued by YRSA Inc; and — The requirements of Clause 3.5 have been satisfied, — Complies with all of the current AMS Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).
✓	ORC	<p>A yacht may only be entered in ORC if the yacht:</p> <ul style="list-style-type: none"> — Has a current, valid endorsed ORCi or ORCc Certificate, — The requirements of Clause 3.5 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).
✓	Equipment Audit	<p>Each yacht shall have a signed off Cat 2 Safety Equipment Compliance form valid within 12 months of the inspection by an ORCV Accredited Auditor.</p> <p>Details and guidance on the safety audit process may be found in the ORCV Web Site or obtained from the ORCV office.</p>

Check	Category	Requirement
✓	Radio Check	<p>Primary radio support will be provided by Tas Maritime Radio (TMR) using the call sign TasMaritime. If a yacht has an HF radio installed, she shall carry out and pass a radio check/voice test with TMR on the race radio frequencies in the period Saturday 24th February 2024 to Sunday 3 March 2024 inclusive. Race frequencies will be chosen from HF 4146, 6227 and 8294 kHz, all operated in simplex mode. These frequencies are in common usage, but skippers should check that they are set up correctly in their yacht's HF radio configuration.</p> <p>Radio checks with TMR need to be prearranged. Please arrange for a suitable time for your radio check by phoning TMR on 03 6231 2276 between 0900 and 1200 or 1500 and 1700 (to avoid clashing with TMR scheduled broadcast times).</p> <p>Successful completion of a radio check by a yacht shall be confirmed, via email, to the ORCV office.</p> <p>A yacht not recorded as having adequate radio signal strength and readability will not be eligible to start.</p>
✓	Satellite Phone Check	<p>A Satellite phone check shall be carried out using the satellite phone to the race director's phone (0418 396 605) in the period 0900 Saturday 24th February 2024 to 1800 Sunday 3 March 2024 inclusive.</p> <p>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.</p> <p>Note: Yachts are only permitted to use a satellite phone for position reporting if the yacht has no HF radio capability.</p>

Check	Category	Requirement
✓	Charts	<p>The following charts shall be carried by competing yachts:</p> <p>AUS 144 The Rip</p> <p>AUS 487 Bass Strait</p> <p>AUS 789 King Island</p> <p>AUS 178 Australia - Tasmania - Plans in Tasmania (Sheet 2)</p> <p>~ Approaches to Grassy Harbour</p> <p>~ Grassy Harbour</p> <p>~ Smithton</p> <p>~ Currie Harbour</p> <p>~ Wynyard</p> <p>~ Stanley Harbour</p> <p>~ Port Latta</p> <p>The following additional charts are recommended:</p> <p>AUS 143 Australia South Coast - Victoria - Port Phillip</p> <p>AUS 158 Australia South Coast - Victoria - Port Phillip South and West Channels</p> <p>AUS 788 Australia South Coast - Victoria - Cape Otway to Cape Schanck</p> <p>Charts shall be in paper or official hydrographic ENC (Electronic Navigation Chart) format.</p>

Appendix C: Crew eligibility requirements

Crew shall 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. AS membership numbers shall be included on the online TopYacht crew list. Crew with no AS membership should obtain an Ocean Pass from (https://www.orcv.org.au/club/crew-and-passes)
✓	Age	The minimum age of any person on board is 18 years. Crew aged between 16 and 17 years shall provide evidence to the Race Director or Sail Captain 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 17 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 online via the TopYacht entry system (https://topyacht.com.au/myty/mytyLogin.php)
✓	Training	<p>At least 50% of the crew on a yacht, with a minimum of three, shall have completed an Australian Sailing Safety and Sea Survival Course (SSSC qualified) or an ORCV approved equivalent. Crew to update their TopYacht sailing profile to reflect their training qualifications (https://topyacht.com.au/myty/mytyLogin.php)</p> <p>It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.</p> <p>Refer to the ORCV training courses available on https://www.orcv.org.au/training/sea-safety-and-survival-course-full</p> <p>A copy of each crew member's Certificate or other qualification shall be uploaded onto TopYacht.</p>
✓	First Aid	<p>At least two crew members on a yacht shall be first aid qualified. That is:</p> <ul style="list-style-type: none">— Hold an HLTAID011 Provide First Aid Certificate or equivalent qualification.— Or be a practising medical practitioner.

Check	Category	Requirements
		<ul style="list-style-type: none"> — Crew shall update their TopYacht Sailor Profile to reflect their First Aid Expiry date with link to https://topyacht.com.au/myty/mytyLogin.php <p>A copy of each crew member's Certificate or other qualification shall be uploaded onto TopYacht.</p>
✓	Radio	<p>At least two crew members shall be radio qualified. That is:</p> <ul style="list-style-type: none"> — For a yacht using HF radio, a crew member shall hold a Long-Range Operator Certificate of Proficiency (LROCP) or higher qualification issued by a relevant authority. — Where a satellite phone is used instead of an HF radio, a crew member shall hold a Short-Range Operator Certificate of Proficiency (SROCP) or Australian Waters Qualification or higher qualification issued by a relevant authority. <p>A copy of each crew member's Certificate or other qualification shall be uploaded onto TopYacht.</p>
✓	Double Handed	<p>For the Double-Handed Division, both crew members shall be:</p> <ul style="list-style-type: none"> — Over 18 years of age, — Sufficiently experienced, — SSSC qualified, — First aid qualified, — Radio qualified, — Must wear a life jacket at all times on deck

Appendix D: Entry documentation

The documentation listed below shall be supplied by **2359 ON THURSDAY 29 FEBRUARY 2024**.

Check	Documentation	Notes
✓	Crew List (Online), correctly and fully completed with all associated personal details. The skipper is responsible for its accuracy and currency.	
✓	Audited Category 2 Special Regulations Equipment form.	Uploaded using the online TopYacht entry system
✓	<p>Monohull Verification of Hull Construction Standards</p> <ul style="list-style-type: none">— Where a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance.— 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>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> <p>Multihull Verification of Hull Construction Standards</p> <p>Multihulls must comply with ISO 12215 (structural standards) but with incorporation of the World Sailing Special Regulation Clause 3.03.2.</p> <p>a signed statement by a naval architect or other person familiar with the standards" certifying compliance</p>	Uploaded using the online TopYacht entry system

Check	Documentation	Notes
✓	Evidence of Stability (see Appendix A Stability Requirements)	Uploaded using the online TopYacht entry system
✓	Details, on Top Yacht, of crew members holding Australian Sailing Safety and Sea Survival Course Certificates, including the relevant expiry dates.	Uploaded using the online TopYacht entry system
✓	HLDT003 Provide First Aid Certificates or acceptable equivalents.	Uploaded using the online TopYacht entry system
✓	Long-Range Operator Certificate of Proficiency (LROCP) or acceptable higher qualification.	Uploaded using the online TopYacht entry system
✓	406 EPIRB Certificate(s) or evidence of registration and currency	Details entered online with TopYacht Entry system
✓	Current Life Raft Inspection Certificate(s)	Uploaded using the online TopYacht entry system
✓	Current Insurance Certificate of currency	Uploaded using the online TopYacht entry system
✓	Skipper's Declaration form – filled out and signed. Available online from the TopYacht entry system	Download the form, sign and upload using the online TopYacht entry system
✓	Evidence of Stability (see Appendix A: Stability Requirements)	Download the form, sign and upload using the online TopYacht entry system
✓	Colour photograph of the yacht 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 the online TopYacht entry system
✓	If requested, entrants in AMS shall provide a copy of their current AMS certificate.	The ORCV will advise skippers by email if this is required
✓	If requested, entrants in ORCc Handicap Categories shall provide a copy of their current Endorsed Rating Certificate (ORCc or ORCi).	The ORCV will advise skippers by email if this is required