



**NOR**  
**CAT-2 OCEAN**



# 2023 Melbourne to Devonport Yacht Race Rudder Cup

## Notice of Race



**DEVONPORT  
YACHT RACE  
RUDDER CUP**



## Amendments

Number	Sections Changed	Summary of Amendment
3.1	ORC scoring handicap	Clarification of scoring system
9.1	Changes to the Racing Rules of Sailing	Allow 4 plus Autohelm to use self-steering equipment in the monohull division.
9.2.5	Satellite Phone requirements	Added the requirement of a permanent external antenna to be connected to the Satellite phone
9.2.5	Satellite Phone requirements	Added requirement for satellite phone to be powered from the yachts house battery
11.1	Race Briefing time change to suit twilight sailing	Change from 7p, to 8.30pm
Appendix 13	Equipment Audit	Clarification on the valid period of the Audit form

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### All enquiries to:

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

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# 2023 Devonport Yacht Race Rudder Cup Notice of Race

## About the Melbourne to Devonport race

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

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

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

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

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

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



The 195 nm Melbourne to Devonport Race forms part of the ORCV Offshore Championship and is open to yachts racing fully crewed or “4 plus autohelm” or Double Handed. This is a Category 2 event and a Qualifying Race for the Melbourne to Hobart Westcoaster.

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The 2023 ORCV Melbourne to Devonport Yacht Race Rudder Cup yacht race will be conducted on the waters of Bass Strait from a start at the entrance to Port Phillip. Owners of eligible 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 Mersey Yacht Club. ORCV acknowledges our sponsor Strait Link is supporting ORCV with transporting our Race Van from Melbourne to Tasmania and return.

## 1. Race

- 1.1. The warning signal for the Race will be displayed at 1755 (Australian Eastern Daylight Time) on 1/01/2023.
- 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 and across Bass Strait to finish at the entrance to the Mersey River.
- 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 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),
  - 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;
  - 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 club website ([www.orcv.org.au](http://www.orcv.org.au)) and entrants at the time of any such amendment will be notified.
- 2.3. By entering this Race, the owner of a 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 ORCV 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:
- Monohull (AMS, ORC, PHS) Including 4+ AutoHelm
  - Double Handed (PHS)
  - Multihull (PHS)
  - Yachts in the Monohull Division and Multihull Divisions may race fully crewed or “4 plus autohelm” or Double Handed.
  - Entries to the Double Handed Division constitute a separate race entry and are additional to the entry of the yacht in the Monohull Division.
  - The Race Committee may create one or more additional Monohull Divisions having regard to the number of entries and the performance characteristics of competitors.
  - 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. The All Purpose (AP) time on time handicap will be used for scoring.
  - Non-Spinnaker and Two-Handed rating certificates are not used.
  - Yachts entered in the AMS and ORC Handicap Categories of the Monohull Division 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  $0.5 \cdot FL \cdot J$  measured in accordance with the AMS rules.
  - The Race Committee reserves the right to cancel any Handicap 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 eligibility 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 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.
- 4.7. 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](http://www.orcv.org.au).
- 5.2. To enter the Race, a completed application for entry and early bird payment of the race entry fee shall be received by the ORCV via the TopYacht online entry system by **2359 on Sunday, 8 October 2023**.
- 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. To qualify for the **Early Bird Entry Fee**, a completed application for entry shall be received by the ORCV by **23:59 on Sunday, 8 October 2023**.
- 5.5. Each yacht shall submit to the ORCV, no later than **23:59 on Sunday, 22 October 2023**, 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.

**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) shall not be changed (except to correct errors or after protest) after **23:59 on Sunday, 22 October 2023**.
- 5.9. A yacht's rating certificate shall not be changed after **23:59 on Sunday, 22 October 2023** 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 48 hours prior to the starting signal.** After any change to a crew list, the yacht shall still satisfy the general requirements of paragraph 4.5. 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 and Race Entry

- 6.1. Race fees shall be paid via the TopYacht online entry system, by the Early Bird Entry date or on submission. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).
- 6.2. 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.
- 6.3. A further additional fee applies when an eligible yacht enters the Double-Handed Division.

<b>Early Bird Entry (on or before 8/10/2023)</b>	<b>\$660</b>
<b>Entry (after 8/10/2023)</b>	<b>\$810</b>
<b>Additional Handicap Categories (each)</b>	<b>\$35</b>
<b>Double Handed Division</b>	<b>\$35</b>

- 6.4. ORCV and Mersey Yacht Club members receive a 15% discount on the race entry fee.
- 6.5. A yacht will not be considered a valid entry until all race entry fees are paid.
- 6.6. A crew fee of \$60 is payable for each crew member who is not a member of the ORCV or Mersey Yacht Club.
- 6.7. Race Merchandise including a cap and shirt for each crew member is available for \$60.
- 6.8. 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.
- 6.9. 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. The ORCV cancellation and refund policy in respect of this Race is as follows:
  - If a yacht cancels her entry in the Race before 23:59 on Sunday, 8 October 2023, she 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
  - Unless otherwise requested, the ORCV will hold any refunds as a credit against future race entry and crew fees for the yacht.

- If you require a refund payment, please email the ORCV office ([orcv@orcv.org.au](mailto: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 8.1 below, as follows:-
  - The **Rudder Cup Perpetual Trophy** for first place on AMS, combined if multiple divisions exist.
  - The **Doc Bennel Perpetual Trophy** for first place on ORC, combined if multiple divisions exist.
  - The **FH Stephens Trophy** is for first place on PHS, combined if multiple divisions exist.
  - The **Boags Trophy** is for the first multihull yacht to cross the finish line.
  - The **Margaret Holmes Kerr Perpetual Trophy** for the first monohull yacht to cross the finish line.
- 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 Handicap Category and/or Division and no trophies are awarded.
  - Line honours follow the same rules except all eligible 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 Categories, subject to the “number of starters” qualifications noted above.
- 8.4. Double-Handed division trophies are not subject to the above “fewer than 3 starters” provision.
- 8.5. Perpetual trophy presentation will be announced at the Mersey Yacht Club at a date and time to be announced following the finish of the last yacht.

- 8.6. The presentation of trophy and mementos will be at the 2023 ORCV Annual Presentation Night 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 and Special Regulation requirements

### 9.1. Changes 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 its 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 4 plus Autohelm of the 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
- 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 Category 2 Special Regulations

- 9.2.1 Yachts not having an HF radio capability shall apply to the ORCV for dispensation to use a satellite phone in lieu of HF radio. 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/0.2).
- 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 yacht's house battery and monitored at all times while racing.
- The Satellite phone shall be fitted with a permanent external antenna.
- 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.

#### 9.2.6 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 shall be in operation at all times when racing, this transmission is to include the boat's 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 in the Rudder Cup will be held at 8.30 pm on 1<sup>st</sup> November 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 that is not represented at the above briefing shall not be eligible to race.

## 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 that conflicts with Government regulations or ORCV policies. If in doubt, the ORCV should be consulted as soon as practicable.

## 13. Trademarks & copyright

- 13.1. "Melbourne to Devonport Yacht Race", "Rudder Cup" and "M2D" are trademarks of the Ocean Racing Club of Victoria, Inc and the use of the trademarks is absolutely restricted and limited to use by or with the consent of the ORCV.
- 13.2. This document is Copyright © Ocean Racing Club of Victoria, Inc 2023. All enquiries should be directed to:

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

## 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 Devonport 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 MYC 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 hers 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. **Devonport:** Alongside pontoons in the Mersey River at the direction of the MYC in Devonport.

## Appendix A: Stability Requirements

The requirements specified in this appendix apply to all yachts intending to enter regardless of the handicap category in which they intend 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 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 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 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 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 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 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. <b>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.</b></p>
✓	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>— The requirements of Clause 3.5 have been satisfied</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>
✓	ORC	<p>A yacht may only be entered in ORC if the yacht:</p> <ul style="list-style-type: none"> <li>— Has a current, valid endorsed ORCc or ORCi Certificate issued by YRSA Inc</li> <li>— The requirements of Clause 3.5 have been satisfied</li> <li>— 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).</li> </ul>

Check	Category	Requirement
✓	<b>Equipment Audit</b>	<p>Each yacht shall have a Cat 2 Safety Equipment Compliance Audit Form within 12 months of the inspection date by an AS Accredited Auditor.</p> <ul style="list-style-type: none"> <li>— In addition, a signed copy of the Cat 2 Safety Equipment Compliance Form (confirming the safety equipment on board at the time of the race) shall be on board and available for inspection by ORCV upon request.</li> <li>— Details and guidance on the safety audit process may be found in the ORCV Web Site or obtained from the ORCV office.</li> </ul>
✓	<b>HF Radio Check</b>	<p>Primary radio support will be provided by Tas Maritime Radio (TMR) using the call sign <b>TasMaritime</b>. If a yacht has an HF radio installed, a HF radio check shall be carried out and pass a radio check/voice test with TMR on the race radio frequencies in the period 0900 Saturday 7 October 2023 to 1800 Sunday 22 October 2023 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>
✓	<b>Satellite Phone</b>	<p>For yachts without HF radio capability, a phone check shall be carried out using the satellite phone to the race director's phone (0418 396 605) in the period at a pre agreed time in the period from 0900 on Saturday 7 October 2023 to 1800 on Sunday 22 October 2023.</p>

Check	Category	Requirement
✓	Charts	<p>The following charts shall be carried by competing yachts:</p> <p><b>AUS 143 Port Phillip</b></p> <p><b>AUS 158 Port Phillip South &amp; West Channels</b></p> <p><b>AUS 144 The Rip</b></p> <p><b>AUS 487 Bass Strait</b></p> <p><b>AUS 801 Cape Schanck to Cape Liptrap</b></p> <p><b>AUS 799 Stony Head to Rocky Cape</b></p> <p><b>AUS 164 Approaches to Devonport</b></p> <p>~ Devonport</p> <p>~ Ulverstone</p> <p><b>The following additional charts are recommended:</b></p> <p><b>AUS 143</b> Australia South Coast - Victoria - Port Phillip</p> <p><b>AUS 158</b> Australia South Coast - Victoria - Port Phillip South and West Channels</p> <p><b>AUS 788</b> Australia South Coast - Victoria - Cape Otway to Cape Schanck</p> <p><b>Charts shall be in paper or official hydrographic ENC (Electronic Navigation Chart) format.</b></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
✓	<b>Membership</b>	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 may obtain an Ocean Pass from ( <a href="https://www.orcv.org.au/club/crew-and-passes">https://www.orcv.org.au/club/crew-and-passes</a> )
✓	<b>Age</b>	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.
✓	<b>Experience</b>	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 <b>sufficient experience</b> , declared online via the TopYacht Entry System (TES) ( <a href="https://topyacht.com.au/myty/mytyLogin.php">https://topyacht.com.au/myty/mytyLogin.php</a> )
✓	<b>Training</b>	<p>At least 50% of the crew on a yacht, with a minimum of three, shall have completed an <b>Australian Sailing Safety and Sea Survival Course (SSSC qualified)</b> or an ORCV approved equivalent. Crew to update their TopYacht sailing profile to reflect their training qualifications (<a href="https://topyacht.com.au/myty/mytyLogin.php">https://topyacht.com.au/myty/mytyLogin.php</a> )</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 <a href="https://www.orcv.org.au/training/sea-safety-and-survival-course-full">https://www.orcv.org.au/training/sea-safety-and-survival-course-full</a></p>
✓	<b>First Aid</b>	<p>At least two crew members on a yacht shall be <b>First Aid qualified</b>. That is:</p> <ul style="list-style-type: none"> <li>— Hold an <b>HLTAID011 Provide First Aid Certificate</b> or equivalent qualification</li> <li>— Or be a practising medical practitioner.</li> <li>— Crew shall update their TopYacht Sailor Profile to reflect their sailing experience with link to <a href="https://topyacht.com.au/myty/mytyLogin.php">https://topyacht.com.au/myty/mytyLogin.php</a></li> </ul>

Check	Category	Requirements
✓	Radio	<p>At least two crew members shall be <b>radio qualified</b>. That is:</p> <ul style="list-style-type: none"> <li>— For a yacht using HF radio, a crew member shall hold a <b>Long-Range Operator Certificate of Proficiency (LROCP)</b> or higher qualification issued by a relevant authority.</li> <li>— Where a satellite phone is used instead of an HF radio, a crew member shall hold a <b>Short-Range Operator Certificate of Proficiency (SROCP)</b> or Australian Waters Qualification or higher qualification issued by a relevant authority.</li> </ul> <p>A copy of each crew member's Certificate or other qualification shall be provided.</p>
✓	Double Handed	<p>For the <b>Double-Handed Division</b>, both crew members shall be:</p> <ul style="list-style-type: none"> <li>— Over 18 years of age,</li> <li>— Sufficiently experienced,</li> <li>— SSSC qualified,</li> <li>— First aid qualified,</li> <li>— Radio qualified,</li> <li>— Must wear a life jacket at all times on deck.</li> </ul>

## Appendix D: Entry documentation

The documentation listed below shall be supplied by **2359 ON SUNDAY 22 OCTOBER 2023.**

Check	Documentation	Notes
✓	Crew List (Online), correctly and fully completed with all associated personal details. Boats are responsible for its accuracy and currency.	
✓	Audited Category 2 Special Regulations Equipment form.	Uploaded using the online TopYacht Entry System (TES)
✓	<p>Verification of Hull Construction Standards</p> <ul style="list-style-type: none"> <li>— Where a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance.</li> <li>— 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.</li> <li>— 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.</li> </ul>	Uploaded using the online TopYacht Entry System (TES)
✓	Evidence of Stability (see Appendix A Stability Requirements)	Uploaded using the online TopYacht Entry System (TES)
✓	Details, on Top Yacht, of crew members holding Australian Sailing Safety and Sea Survival Course Certificates, including the relevant expiry dates.	
✓	HLDT003 Provide First Aid Certificates or acceptable equivalents.	Uploaded using the online TopYacht Entry System (TES)
✓	Long-Range Operator Certificate of Proficiency (LROCP) or acceptable higher qualification.	Uploaded using the online TopYacht Entry System (TES)

Check	Documentation	Notes
	Submitting the certificate number online is sufficient.	
✓	406 EPIRB Certificate(s) or evidence of registration and currency	Details entered online with TopYacht Entry System (TES)
✓	Current Life Raft Inspection Certificate(s)	Uploaded using the online TopYacht Entry System (TES)
✓	Current Insurance Policy	Uploaded using the online TopYacht Entry System (TES)
✓	Skipper's Declaration form – filled out and signed. Available online from the TopYacht Entry System (TES)	Uploaded using the online TopYacht Entry System (TES)
✓	Evidence of Stability (see Appendix A: Stability Requirements)	Uploaded using the online TopYacht Entry System (TES)
✓	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.	
✓	For yachts using a satellite phone, the phone number for the satellite phone shall be lodged with the Office by email by 1800 hrs on 22 October 2023 and confirmed with the Race Director during the phone check.	
✓	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 ORC Handicap Categories shall provide a copy of their current Endorsed Rating Certificate (ORC <sub>c</sub> or ORC <sub>i</sub> ).	The ORCV will advise skippers by email if this is required