



OSAKA CUP 2018
Melbourne to Osaka Double-Handed Yacht Race

Melbourne to Osaka Newsletter #2

25th October 2016

2 sailors, one boat, 5500Nm non stop, how hard could it be ?

2 handed off shore sailing gets a boost in Melbourne



We recently posted in our Facebook news feed about the launch of a fantastic new initiative by the ORCV in Melbourne, with the launch of the 2 Handed Championship. Comprising both an Inshore and Offshore championship across the three handicap divisions (IRC, AMS and PHD), we will hopefully see a lot more interest in 2 handed sailing in Melbourne. This was

driven by some of our race entrants, who want to see a huge year for 2 handed sailing in the lead up to the race, including the Melbourne to Hobart Westcoaster in 2016 and 2017.

For more information see <http://orcv.org.au/index.php/sailing/races/2-handed-championship>

Competitor on line Webinars

There have been two competitor on line "Webinars" run so far. Webinars are an on line meeting where we discuss race preparations and feature guest speakers on key topics. They are a great, innovative way of getting people together despite them being located around Australia and overseas.



We do record them, so for those who are interested and who may have missed them, there are hotlinks to them on our "Videos" page on the www.melbourneosaka.com web site.

News for those who don't like Facebook



Lots of people don't like Facebook, we understand that. So for those who don't like, or don't want to look at Facebook we have this great race news feed, just click on the following link.

www.facebook.com/MelbourneOsaka

Don't worry, there are no funny cat videos and you don't have to "Like" it.

Well done Laurie Ford

The ORCV was pleased to announce Laurie Ford as winner of the 2016 Ocean Racer of the Year. Laurie was nominated for the award by his crew and was unanimously endorsed by the judges as a fitting and deserving winner of the prestigious award. Laurie demonstrates values the ORCV promote and admire including; diligence as a skipper, a focus on safety, a willingness to train/mentor people new to the sport, a willingness to change and improve, a fierce and consistent competitor, a sense of humour and most importantly an admired and respected person.



His crew, particularly his son Tim, insisted that Laurie's on board cooking skills not be held against him, something the judges were willing to overlook.

Laurie will be competing in the 2018 race for the **third time** on his well-known yacht "Spirit of Downunder".

Competitor profiles



Simon Dryden and Julie Davis have been working to build competitor profiles. These are a very important part of the promotion of the race, people are curious and really want to read about the competitors. What people want is an insight into people, not necessarily facts and figures.

They currently live on the web site under the "On Water" menu under "2018 Competitor Profiles". So far we have a grand total of two published and a couple more drafted.

So, please compile the content and send through as soon as you can. If you don't know your co-skipper or don't have a boat, don't worry too much – tell us what you do know. Send them through to Julie on cl@melbourneosaka.com

Reminder

Keep updating your entry via Topyacht as things change, please drop us an email too if you can remember so we know to look.

Compliance matters

At the last Webinar we reminded people to get the major compliance items verified as soon as possible:

- Build according to standards
- Stability
- Bulkheads



Trisails

As of 30 June 2017 there will be new Special Regulations for Off Shore Sailing published by Australian Sailing (formerly Yachting Australia) which the race will be obliged to follow. One change competitors should be aware of for 2 handed sailing is the change to allow yachts not to carry a Trisail providing the yacht has a mainsail reefing to at least 50%.



ORCV races, such as the upcoming Stanley, are recognising that change now so that boats will not need to purchase a Trisail in the interim. Note a final decision by the Organising Authority will not be made until the new regulations are published.

HF vs Sat phones

While some of the upcoming ORCV races are allowing Satellite phones in lieu of HF, at this stage HF is still a requirement for the Osaka race.

Liferafts



Following a query by a competitor on liferafts (he was looking to purchase one for Christmas races this summer and wanted one he could use for the Osaka race), we have the following advice from Genevieve White (National Auditor and SSSC instructor):

The Melbourne Osaka Notice of Race requires the direct use of the Cat 1 YA (AS) Special Regulations for liferafts. Options include:

- SOLAS raft with at least a SOLAS A pack – SOLAS is the commercial standard, SOLAS A pack has similar (slightly different) equipment to ISO Pack 1 below, and of all the options, this is the most robust raft with the most equipment in it.

- *USL Coastal raft with at least a YA pack (See Appendix A of the YA Special Regs), this design is a much older design and doesn't include a boarding ramp or insulated floor. They would be difficult to obtain now and are basically still in the regulation to allow grandfathering for those who still own them.*
- *ISAF raft with ISAF pack – this was an interim design prior to ISO so like the USL, they would be more difficult to obtain now and the regulation has been superseded by the following ISO regulation.*
- *ISO 9650 Part1, Type 1 Group A (all the parts, types and group are important) with at least a Pack 2 (<24 hour) – these are the most common raft for recreational yachts*
- *The notice of race requires Pack 1 (>24 hour) or YA pack in Appendix A, so all additional equipment is allowed to be in grab bags in accordance with YASR 4.19.1f or packed into the raft. This is slightly different than the ISO>24 hour where some of the additional equipment still needs to be packed. The YA is of great assistance for any boat which already has a <24 hour pack so they don't have to get the raft repacked.*

The >24 hour rafts and <24 hour rafts are the same raft for each manufacturer which then just gets packed differently. Obviously there are some differences between manufacturers which is where the decision making also comes in. Note that SOLAS rafts are generally more robust than ISO rafts.

My recommendation for those looking to purchase a raft would be either SOLAS or ISO Pack 1 for the Melbourne to Osaka. As mentioned, the ISO regulations are slightly different than YA regarding grab bags, so if considering grab bags, then go for an ISO >24 hour with the allowed items in grab bags.

Note that considerations about the correct size raft are important. 4 man is the smallest size raft and generally thought to be the most appropriate for 2 crew members – body weight in the raft does help with stability. 2 crew in a larger 8 or 10 man raft may have stability issues. It may mean getting a second raft if racing with a larger crew.

Flying the flag



Competitors should all have their hats and “battle flags” by now. Fly the flags proudly whenever you can, it’s a fantastic talking point. Force Eleven is shown proudly showing theirs in Port Huon. Anyone who hasn’t received one please let us know.

Some clubs made an event out of presenting the flags and hats, like SYC which was captured on video (see web site videos page).

If not competing? – let our competitors know you are watching and offer to give them a hand.

Sponsorship



The organising committee is finalising an engagement for a professional to assist us with securing Corporate Sponsorship for the race.

While the race is self-sufficient from a financial perspective, securing Corporate Sponsorship will help us all, providing funding for marketing/promotion, ensure funding for hospitality events in Melbourne and in Osaka plus ensure services and facilities for competitors such as an equipment container service.

Power Management

Paul Roberts, competitor and IRC 1st place getter in the 2013 race, provided an interesting presentation in the last Webinar. He made some great points about Power Management.

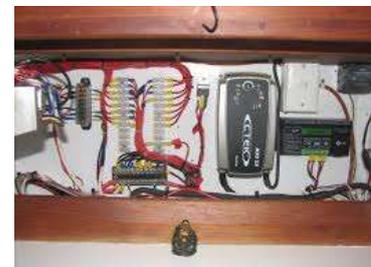


Objectives:

- Ensuring sufficient battery capacity and generation capacity to make it to the finish line using all normal loads, fridge, auto-helm etc.
- High reliability, ease of use, ease of maintenance and repair
- Minimising additional weight incl diesel storage, equipment etc.

Considerations:

- Auditing and estimating total usage load including all devices which will be turned on and used, ie fridge, auto-helm, computer etc. (Cadibarra 8 used between 8 to 10 amps per hour)
- Battery age, type, number and capacity. Cadibarra 8 had 300Ah capacity during the race, on the way back 500Ah which was much better and reduced charging time considerably to achieve the same daily usage.
- Age and reliability of engine and alternator (eg go with high output alternator and keep old one spare)
- Power management systems (eg voltage sensitive relays and smart regulators to efficiently manage the charging and protect from over charging)
- Conditions – eg performance of batteries and charging systems plus fridge and equipment during high heat loads (tropics)



There was much discussion around battery technology and various charging systems.

Paul provided his personal opinion:

- Sufficient Battery capacity, probably up to 500 amp hours
- Existing (reliable) engine with high output alternator(s) – supplement with some sort of cooling fan and a regulator that doesn't run alternator at maximum output
- Possibly a generator (if there is room and weight is ok)
- Wind generator wasn't that good, noisy and struggled in high wind and no wind situations
- Solar Panels were next to useless given limited conditions (effective about 1/3 of the day if sunny)
- Hydro-generator – no personal experience but highly recommended on line and used in the Volvo race. Relies on boat movement though.



If you missed his presentation, watch it via the www.melbourneosaka.com site then navigate to "Videos" or click <https://youtu.be/VPpeyBSipYE>.

Thanks Paul for the time you put in, much appreciated.

Getting to the start, and back from the finish

The last webinar discussed various options for the long delivery that most competitors will need to organise, either to the start or from the finish.

- Sell it after the race (as we all know, selling boats takes time)
- Bring it back on a ship (we will try to discuss deals/options with shipping organisations)
- Find and/or pay delivery crew (which may cost \$\$ and have insurance issues)
- Deliver it home yourself, eg with mates
- Go cruising, start from Japan – eg head to the USA



The Organising Committee will look at connecting experienced sailors with competitors closer to the race, who would like to help with a delivery. We will also try to connect competitors so they can cruise in company. We have started discussing options to extend use of the trackers for the trip home too.

SAILING IN JAPAN

Organising Committee member Julie Davis participated in the 2013 and 2014 Setouchi International Yacht Rally through the Seto Inland sea, from Hiroshima to Osaka with Kirk Patterson. Kirk has an intimate knowledge of sailing around Japan and has offered to talk with anyone thinking of cruising around Japan after the race. Contact Kirk via Julie (see contact table at the end of this newsletter).



After living and working in Japan for 25 years (his last job was Dean of Temple University, Japan Campus), Kirk retired in 2007 and returned to Victoria in 2008. In June 2008, he bought "Silk Purse", a 40-foot custom steel cutter. Since then he has spent most of his time (and money!) learning to sail and to maintain her. In April 2012, Kirk left on a solo voyage to Japan via Hawaii.

Kirk left Hawaii on May 4, 2013, and sailed non-stop to Japan, arriving in Hakodate, Hokkaido, on June 10. After three weeks there for repairs, maintenance, and rest, he circumnavigated Hokkaido and then sailed down the Sea of Japan coast to Fukuoka, where he left Silk Purse for the winter. In 2014, Kirk sailed the west coast of Kyushu and the Goto Islands and then far south to Japan's westernmost and southernmost islands. He then island-hopped his way back north to Kyushu, Shikoku, and the Seto Inland Sea, where he cruised for over three months before leaving Silk Purse near Hiroshima for the winter. In 2015, he sailed up the Pacific coast to Hakodate, completing the full Japan circumnavigation, the first ever by a non-Japanese. Kirk then sailed back down the Sea of Japan to Fukuoka and then into the Seto Inland Sea, to the island of Suo-Oshima in Yamaguchi Prefecture.

Kirk rented a traditional Japanese farmhouse with an ocean view and plans to live here for 3-4 years (or longer?) while writing a cruising guide to Japan and other books and articles. As he continues to sail around Japan, he looks forward to seeing many old friends and making new friends, as well as welcoming visitors to Suo-Oshima.

Competitors may also like to have a look at a write up of cruising the inland sea in Japan <http://www.noonsite.com/Members/sue/R2011-11-02-3>

A local media article on Kirk

<http://www.japantimes.co.jp/news/2015/06/24/national/canadian-sailor-japan-solo-circumnavigation-sight/#.WA731CT4aFs>

Mentor profile

Many people are unaware of the role of our mentors. Here is a quick snapshot and a story from one of them.

Qualifications: Previous competitor, ideally located near the boat they are mentoring, with a willingness to help.

As much (or little) help, advice or assistance competitor wants or needs to cross the start line – once the race starts, its up to the competitor.

- Advice and/or finding someone who can give advice
- Moral support and encouragement
- Providing opinion (if asked), otherwise a good listener
- Duty of Care – help to make the race as safe and inclusive as possible
- Confidential – Unless there is a serious safety concern, all discussions are in confidence and not to be shared with third parties



Expect to chase them up, they won't chase you.

Reflections of a mentor (Doug Jarvis) on the 1995 race



My great mate Michael Colley and I did the Osaka in 1995 on Spirit of Geelong. We managed to snare 3rd place in a hotly contested Div C. Mal Hart (& Paul Sholten) got away from us on the QLD coast. There was about 300nm lateral separation between us at that stage. We had set a wide path attempting to take advantage of stronger trade winds. Alas they didn't eventuate and we couldn't haul the Inglis back after that tactical blunder.

We managed to swap places with Bill & Will Oxley on several occasions, but they were too experienced and they simply out sailed us in what was arguably a slower boat (Will's knowledge of meteorology certainly helped after we both broke through the doldrums). Nearing the finish we had an enormous fight with a Japanese based Elliot 12 (Gishu Oda & Jimmy Doherty).

We got ourselves into a ridiculous tacking duel that lasted for more than 24hrs. We thought local knowledge would do us in once inside Osaka Wan, but luckily our tattered leech was in better shape than theirs, and we managed to stay between them and the finish line for the last few miles.

Crossing the line was an amazing experience. We hadn't seen another competing yacht for 30 odd days and here we were mixing tacks with two competitors (the other a Div A cruiser) in sight of the line. Unbelievable!

Up coming events

- Watch out for the 2 handed competitors in the upcoming ORCV races:
 - Melbourne to Stanley
 - Melbourne to Devonport
 - Melbourne to Hobart West Coaster
- We are hoping to organise a casual post Christmas "picnic in the vineyard" for Melbourne competitors on Sunday 12th February 2017, reserve the date
- Next Webinar – reserve the date – 18th January 2017 at 6pm AEDT

Japanese lessons ?

Robyn Brooke is looking at options for some Japanese lessons for those interested. Drop her a note on her email (see link in table below)

Help us with stories and content

Contributions, articles, news, photos and videos, from participants and others are most welcome. We will post to the web site and/or Facebook news feed.

Web site: www.melbourneosaka.com

News feed: www.facebook/melbourneosaka

Key race contacts

Role	Name	Email
Race compliance paperwork	Irmantas Domarkas	irmis@orcv.org.au
Organising Committee Chair	Martin Vaughan	oc@melbourneosaka.com
Newsletter	Robyn Brooke	editor@melbourneosaka.com
Media	Ian MacWilliams	media@melbourneosaka.com
Competitor Liaison	Julie Davis	cl@melbourneosaka.com
Race Director	Robert Tanner	rd@melbourneosaka.com
OHYC contact	George Shaw	ohyc@melbourneosaka.com
ORCV contact	Simon Dryden	orcv@melbourneosaka.com
SYC contact	Kate Mitchell	syc@melbourneosaka.com

Compliance paperwork is reviewed by the ORCV office, key contact is Irmantas. His details are shown above or phone +61 3 9689 1622.

People can subscribe to this newsletter via the web site www.melbourneosaka.com.