



OSAKA CUP 2013

Melbourne to Osaka Double-Handed Yacht Race

Notice of Race

2013 Melbourne to Osaka yacht race



WELCOME TO THE OSAKA CUP

The Osaka Cup was first conducted in 1987 as an initiative of the City and Port of Osaka and the Port of Melbourne to mark the 125th anniversary of the founding of the Port of Osaka.

Held every four years to celebrate the sister city and sister port relationship between the two cities, the next Osaka Cup race will take place in 2013. Twin towns and sister cities are two of many terms used to describe the cooperative agreements between towns, cities, and even counties in geographically and politically distinct areas to promote cultural and commercial ties.

A total of six races have been conducted at four yearly intervals from 1987 to 2007, with the City of Melbourne taking the place of the Port of Melbourne as the Australian sponsor from 1995.

In 2011, a new company limited by guarantee, *Melbourne Osaka Double-Handed Yacht Race Limited*, was formed to conduct future races, with Sandringham Yacht Club, Osaka Hokko Yacht Club and the Ocean Racing Club of Victoria being the founding shareholders.

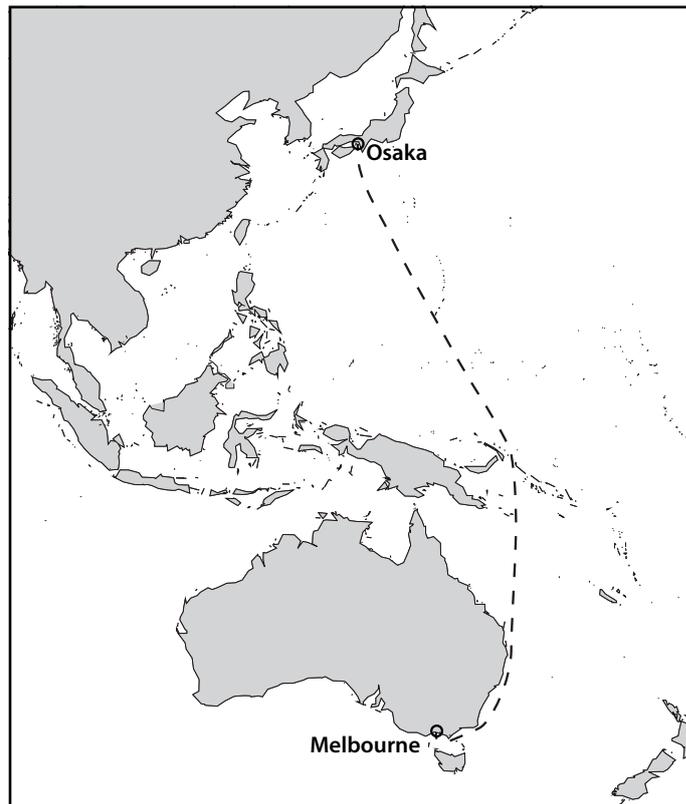
This new company is the Organizing Authority for the 2013 race which year also marks the 35th anniversary of the sister city relationship between Osaka and Melbourne.

The race is a unique, longitudinal race which starts in the Southern Hemisphere in autumn and ends in the Northern Hemisphere in spring.

It is timed to avoid the end of the Cyclone season in the Southern Hemisphere and the start of the Typhoon season in the Northern Hemisphere and the weather conditions cover the extremes from Bass Strait, the Tasman, Coral and Solomon Seas and the Doldrums in the Tropics.

The race passes through the international waters of Australia, New Guinea, Federated States of Micronesia, USA (Guam & Saipan) and Japan.

Osaka is a city in the Kansai region of Japan's main island of Honshu and is the capital city of Osaka Prefec-



ture. Located at the mouth of the Yodo River on Osaka Bay, Osaka is the third largest city by population after Tokyo and Yokohama.

Historically the commercial centre of Japan, Osaka functions as one of the command centers for the Japanese economy. The ratio between daytime and night time population is 141%, the highest in Japan, highlighting its status as an economic center. Its nighttime population is 2.6 million, the third in the country, but in daytime the population surges to 3.7 million, second only after Tokyo.

Osaka used to be referred to as the "nation's kitchen" in the feudal Edo period because it was the centre of trading for rice, creating the first modern futures exchange market in the world.

For more details on the race including Sailing Instructions and other information, please monitor the event web site www.melbourneosaka.com.

OSAKA CUP
MELBOURNE TO OSAKA
DOUBLE HANDED RACE

NOTICE OF RACE

THE 2013 MELBOURNE TO OSAKA DOUBLE HANDED YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP, BASS STRAIT, THE TASMAN SEA, THE CORAL SEA, THE NORTH PACIFIC OCEAN AND OSAKA BAY. OWNERS OF ELIGIBLE BOATS ARE INVITED TO ENTER THIS RACE UNDER THE CONDITIONS OF THIS NOTICE OF RACE. THE RACE IS ORGANISED AND CONDUCTED BY MELBOURNE OSAKA DOUBLE-HANDED YACHT RACE LIMITED (THE ORGANISING AUTHORITY [OA]). SHAREHOLDERS OF MELBOURNE OSAKA DOUBLE-HANDED YACHT RACE LIMITED ARE THE SANDRINGHAM YACHT CLUB (SYC), THE OSAKA HOKKO YACHT CLUB (OHYC) AND THE OCEAN RACING CLUB OF VICTORIA (ORCV).

1. THE RACE

- 1.1 The race will have a starting window commencing on 17 March 2013 and concluding on 31 March 2013. The main start will be on Sunday, 24 March 2013. Depending on entries, slower boats will start earlier and faster boats later than the main start.
- 1.2 A boat may start within a week after its official start time provided it can satisfy the OA that there were compelling reasons that prevented it from starting at the official starting time. In the event that the OA accepts such a late start, the elapsed time for such boats shall be taken from the time of the official start for that boat.
- 1.3 The initial warning signal for the race may be displayed at 1025 hours (Australian Eastern Daylight Time) on 17 March 2013, subject to the decision of the Race Committee. Times of subsequent Warning Signals will be advised in the Sailing Instructions following the closing date for entries.
- 1.4 This is a Category 1+ race, starting from Melbourne in Victoria, Australia and finishing in Osaka Bay, Japan. All entries shall be sailing yachts crewed by two persons. No person may be substituted for either of the starting Skipper or Co-Skipper/Crew after the start. The race is a non-stop event. Any boats determined to have received outside assistance shall have a penalty of 30% added to their elapsed time. The finish



line at Osaka will be manned for 21 days after the arrival of the first boat. After that time finishers will record their own times.

2. RULES

2.1 The race will be governed by the current versions of:

- The 2013-2016 Racing Rules of Sailing (RRS) of the ISAF, together with the prescriptions and safety regulations of Yachting Australia (YA);
- Where applicable, the rules and regulations of the Australian Measurement System (AMS) and the International Rule-Club (IRC) - the IRC Rules Parts 1, 2 and 3 shall apply;
- The International Regulations for the Prevention of Collisions at Sea;

Except as amended by this Notice of Race and the Sailing Instructions for this race.

2.2 The OA reserves the right to amend this Notice of Race. Amendments will be published on the event website (www.melbourneosaka.com).

2.3 The Sailing Instructions will be issued through the event website prior 1 December 2012.

2.4 The Organising Authority will appoint an International Jury in accordance with RRS Appendix N.

2.5 By entering this Race, the owner or charterer of a boat 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 boat and by the owner/charterer.

3. CATEGORIES AND DIVISIONS

3.1 The 2013 Osaka Cup Double-Handed Yacht Race will be conducted with the following handicap categories:

- IRC
- AMS (AMS measurement will be available to boats entered in this race at cost. A certificate is AU\$55 plus weighing fee)
- Performance

3.2 The Race Committee, at its discretion, may allocate boats to divisions within a handicap category.

3.3 All boats entered in the IRC and AMS Handicap Categories will be scored in the combined overall result for that category as well as in the individual divisions.

3.4 Where less than 5 entries are received for a handicap category the Race Committee reserves the right to reallocate those boats to another handicap category.



3.5 A boat may enter any handicap category for which it is eligible and any combination of those handicap categories.

4. ELIGIBILITY

4.1 General

The race is open to boats which are entered by a member of a yacht club recognised by a State or National Yachting Authority affiliated with ISAF.

Boats shall be single-hulled vessels of a thoroughly seaworthy construction, having a Stability Index of not less than 115 degrees and an overall length (LOA) of not less than 10 metres and not more than 20 metres.

Boats shall conform to the requirements of Yachting Australia Safety Category 1 plus the additional requirements listed in Appendix A of this Notice of Race.

All competing boats must be in Melbourne by 1 February 2013.

4.2 Insurance

The owner/charterer of a boat entered in the race shall hold a marine legal liability insurance policy with respect to the boat, current when racing and covering the area traversed by this race, with a sum insured of not less than A\$10 million.

4.3 IRC Boats

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

- has a current, valid IRC Certificate, being an Endorsed Certificate issued by RORC;
- has been weighed on scales by an RORC approved measurer;
- and complies with all of the current IRC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).

4.5 AMS Boats

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

- has a current, valid AMS Certificate issued by Yachting Victoria;
- complies with all of the current AMS Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).

4.6 Safety audits

Competitors are required to submit boats for a Safety Audit in Melbourne between the dates of 1 and 17 February 2013.

All safety equipment shall be on board and available for inspection by an OA Safety Auditor.

On request by the Race Committee, boats shall be made available for spot inspection to audit safety regulation compliance. Spot checks may be carried out prior to the warning signal.

Boats not meeting the safety requirements shall not be permitted to start in the Race.

4.7 Qualifying Race or Ocean Passage

A boat shall substantially complete a qualifying double-handed race or passage of not less than 400 nautical miles, with the Osaka Cup Race crew on board, not more than six months before the start of the race.

Qualifying races include the ORCV Melbourne to Hobart Race (East or West). Approval of an alternate qualifying race may be sought from the OA in writing.

A boat may, with the prior approval of the OA (to be sought in writing), obtain dispensation from the requirement to substantially complete a qualifying race by completing a non-stop double-handed ocean passage of not less than 400 nautical miles, not more than six months before the start of the race.

A boat which is granted dispensation shall submit a detailed log of the passage with the Pre-start Documentation.

Dispensation from the requirements of this paragraph (4.7) may be requested in writing to the OA.

4.8 Re-Measurement

The OA may require re-measurement of any boat prior to the boat racing.

4.9 Eligibility of Crew

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

The minimum age of any crew on a boat is 18. The race committee may grant an exemption to this age limit if a competitor can show cause for such an exemption.

In accordance with YA Special Regulation 2.04, each of the crew shall have sufficient experience, declared on the entry form and accepted as such by the OA.

All crew shall have completed a Yachting Australia Safety and Sea Survival Course (SSSC) or an approved equivalent. Copies of the crew members' current Certificates of Competence, or equivalent, shall be provided. The OA may conduct a SSSC in Melbourne during February 2013 subject to the requirements of competitors.

All crew shall hold a Senior First Aid Certificate or equivalent qualification or a recognised higher qualification. Copies of the crew members' Certificate or other qualification shall be provided.

All crew shall hold a Restricted Operators Certificate of Proficiency in Radio Telephony issued by a relevant authority or higher qualification. Copies of the crew members' Certificate or other qualification shall be provided.

It is recommended that all crew have a recognised Yachting Australia qualification (or equivalent) of at least Yachtmaster Offshore.

4.10 Determination of eligibility

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

5. APPLICATION FOR ENTRY

5.1 An application must be made via the OA's online entry system at www.melbourneosaka.com.

5.2 A completed application for entry shall be received by the OA by 1200 hours on Monday, 31 December 2013. Entries received after that date and before 15 February 2013 will attract a late entry fee. Applications received after 15 February 2013 will be considered by the OA but may not be accepted.

5.3 Each boat shall submit to the OA, no later than 15 February 2013, the following documentation:

- Evidence that the boat meets the requirements of YA Special Regulation 3.03, Hull Construction Standards;
- Evidence of meeting the stability requirements to comply with YA Special Regulation 3.04;

- Crew list showing relevant qualifications and experience;
- Evidence that insurance cover meeting the requirements of this Notice of Race is in place;
- For entrants in AMS or IRC divisions a copy of a current AMS or IRC certificate;
- Yachting Australia Safety and Sea Survival Course Certificates or acceptable equivalent;
- First Aid Certificates or evidence of other acceptable qualification;
- Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification;
- Colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This may be a digital photograph of a size not less than 6cm by 6cm with a resolution not less than 72 DPI;
- 406 EPIRB and PLB Certificates;
- Liferaft Inspection Certificate;
- Verification of qualifying race or ocean passage.

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 will 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.

It is 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 OA.

5.4 The OA is not obliged to accept an application for entry.

5.5 Items listed in paragraph 5.3 may be accepted after 15 February at the discretion of the OA, subject to a request for late acceptance being made to the OA in writing, accompanied by a specified Late Documentation Fee.

5.6 In accordance with RRS 76.1, the OA will reject or cancel the entry of a boat that does not comply with the conditions of this Notice of Race.

5.7 Documentation supplied to or held by the OA 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 12 March 2013.

- 5.8 A boat's rating certificate shall not be changed after 1700 on 12 March 2013 except as a result of a rating protest or to correct a rating office error.
- 5.9 A boat's crew list may be changed to correct errors, to reflect late crew changes or after protest, but shall not be changed later than 24 hours prior to the starting signal. Changes to the crew or details of any crew member shall be notified on Crew List forms available from the OA.

6. FEES

- 6.1 The following fees shall 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).

All fees are for the race and allow for multiple handicap categories. These fees include moorings and the use of facilities in Melbourne prior to the start (see clause 17), moorings after the finish in Osaka and tickets to the presentation event in Osaka after the finish.

On Registration	AU\$500
By 31 December 2012	AU\$2500
After 1 January 2013	AU\$3000

- 6.2 Late Document Fee AU\$250

7. SCORING

- 7.1 IRC

Results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

- 7.2 AMS

Results will be calculated by the application of the AMS Time Correction Factor (TCF) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

- 7.3 Performance

Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A boat's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)). The boat with the lowest

corrected time (after application of scoring penalties, if any) will be scored first.

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

8. TROPHIES

8.1 Trophies will be awarded as follows:

- Line Honours – first boat to cross the Finish Line
- Lowest elapsed time (in the event that this is not the Line Honours boat)
- Overall Winner on corrected time (awarded to winner of the primary category; defined as the measurement category with the largest number of entries. In the event that there are equal numbers of entries in AMS and IRC then IRC will be the primary category)
- Second and Third on corrected time in the primary measurement category
- First, Second and Third on corrected time within each of the remaining handicap categories and within each division subject to entries.

(All trophies are subject to sufficient entries. Unless there are 3 or more entries in a particular handicap category there will be no race for that category. With only 3 entries there will be a first prize only. Unless there are at least 5 entries there will be no second prize and unless there are at least 7 entries there will be no third prize)

8.2 Trophy Presentations

The Date and Time of the Osaka Cup Race trophy presentation ceremony will be advised in the Sailing Instructions.

9. CHANGES TO RULES

9.1 Changes to the IRC Rules

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

IRC Rule 26.6.2.2: In accordance with a prescription by Yachting Australia, a boat in the IRC Handicap Category may carry one more spinnaker than shown on the boat's IRC Certificate without an increase of rating.

9.2 Changes to the Racing Rules of Sailing

RRS 41: Whilst racing, boats may utilise weather information that is routinely available throughout the year to the general public without charge and

whose availability is publicly indexed. For example, boats may NOT arrange for routers or meteorologists to provide them with advice, custom data or compilations of public data during the race, no matter how that information is communicated. Boats may receive regularly scheduled weather broadcasts or weather fax transmissions (e.g. from the Bureau of Meteorology Australia).

Boats may use any means to retrieve data from the Internet provided that the data is intended for public use without charge, is routinely available free throughout the year and is publicly indexed (e.g. can be found via Google).

Prior to a boat's Warning Signal, there is no limitation on private services or any other source of data or consulting, except that a boat that has not started may not provide weather information to another boat that has started.

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 boat with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.

RRS 52: Is modified to allow self-steering equipment to be used by all boats and to allow the use of stored power for the adjustment and operation of sails and the adjustment of movable water ballast or canting keels on any boat.

RRS 61.3: There is no time limit on protests by the Race Committee or the International Jury.

RRS 78.2: Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.

10. BRIEFINGS

10.1 A compulsory pre-race briefing for entrants will be held on Sunday, 10 March 2013 at 1400 at Sandringham Yacht Club, Melbourne. Both crew members from each yacht shall attend this briefing.

10.2 Any boat that fails to be represented at this briefing and has not made alternative arrangements with the Race Director may be considered not to be a starter in the event.

10.3 Weather briefings will be provided at a venue to be advised two days prior to each start time. Both crew members from each yacht should attend the relevant briefing.

11. SAFETY REPORTING

11.1 The Sailing Instructions will require that boats report by radio when they pass latitudes listed below and make a declaration confirming their time of passing as well as the following:

- The HF radio and/or satellite phone is operational
- Liferaft and all essential safety equipment is on board
- Engine and batteries are operational
- Boat and crew are in a satisfactory condition to continue
- The skipper has comprehensively considered the most current weather forecast and the boat and crew are fully prepared for the conditions forecast.

Latitudes requiring these reports are: 17 degrees South, 9 degrees South and 13 degrees North.

11.2 Boats which are not recorded as having met the reporting requirements above may be disqualified (amends RRS 63.1).

11.3 Boats that make a false report will be subject to action by the Race Committee in accordance with RRS 60.2(c).

12. EVENT CLASSIFICATION & ADVERTISING

12.1 Advertising on a boat shall comply with the requirements of ISAF Regulation 20 (ISAF Advertising Code). The OA may decline to accept an application for entry of a boat which, in its opinion, is carrying advertising which conflicts with governmental regulations. If in doubt, the OA should be consulted as soon as practicable.

12.2 An application for entry shall contain brief details of all advertising that a boat intends to carry. The OA shall be advised of all changes to that advertising.

12.3 The advertising rules apply from 0700 on the morning of the boat's official start time in Melbourne until 7 days after the boat arrives in Osaka.

12.4 "M2O", "Melbourne to Osaka Yacht Race" and "Osaka Cup Yacht Race" are trademarks of Melbourne Osaka Double-handed Yacht Race Limited and the use of the trademarks is absolutely restricted and limited to use by or with the consent of the OA.

13. TRACKERS

13.1 Boats may be required to carry a tracking device supplied by the OA. A boat on which such a unit fails or ceases to operate will be required to pro-



vide additional position reports by radio or sat-phone in accordance with the Sailing Instructions.

- 13.2 Failure to carry and operate a tracking device when required shall lead to disqualification of the boat from the race (refer RRS 76.1).

14. SPONSORSHIP AND SIGNAGE

- 14.1 A boat shall display any sponsor's materials provided by the OA, which may include boom decals, bow decals and backstay flags, in accordance with this Notice of Race and the Sailing Instructions (ISAF Regulation 20.3.1(d)).
- 14.2 Entrants may be supplied with race flags bearing the event logo or a sponsor's name, which should be flown in the vicinity of the yacht's backstay. Flags should be flown from at least 0800 on the day of the yacht's start time and flown again after finishing and before berthing in Osaka and should remain hoisted whenever in port.

15. MEDIA RIGHTS AND RESTRICTIONS

- 15.1 It is a condition of entry that the owner of the boat and all crew members:
- acknowledge that the OA owns all media rights to the Osaka Cup Yacht Race and may exercise those rights as it sees fit.
 - grant the OA 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 boat and its crew prior to, during and after the race.
- 15.2 Crew members of boats may, prior to, during and after the race, speak to or provide material to any media representatives accredited by the OA, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the OA and its officers and employees, the Race Committee, the International Jury, measurers or current or former sponsors of the OA. This approval may be revoked by the OA in respect of a boat or media representative at any time.

- 15.3 Entrants acknowledge and accept the media restrictions referred to in this paragraph by submitting the entry form.

- 15.4 Any breach of these conditions may, at the discretion of the OA or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a boat (refer RRS 76.1). This does not limit the right of the OA to take any other action it sees fit to enforce compliance with these conditions.

16. DISCLAIMER

All those taking part in the race do so at their own risk and responsibility. Crew members acknowledge this and release the OA, ORCV, SYC, OHYC and their respective officers, employees, volunteers, members and sponsors from all liability by entering their names on their boat's 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"

17. MOORING ARRANGEMENTS

- 17.1 Melbourne

Sandringham Yacht Club will provide six weeks of mooring for interstate and overseas entrants and one haul out and seven days hardstand storage and return to water for each entrant.

- 17.2 Osaka

Mooring will be provided free for a six-week period, thereafter at cost.

APPENDIX A ADDITIONAL REQUIREMENTS

GENERAL

The following requirements add to the requirements of Yachting Australia Special Regulations Part 1 for Category 1 Races.

Where Australian standards for safety equipment are specified in the Special Regulations, equipment branded with a recognised equivalent international standard marking may be accepted.

STRUCTURAL MODIFICATIONS

1. All boats shall have either a watertight "crash" bulkhead within 15% of LOA from the bow and abaft the forward end of LWL or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LOA of the hull.
2. In addition a bulkhead shall be provided at the stern, forward of the rudder post, with the top of the bulkhead a minimum 300 mm above the waterline.

COMMUNICATIONS

1. All boats should demonstrate an ability to continue to conduct communications in the event of total electrical failure.
2. Boats shall be capable of transmitting/receiving on the following frequencies:
 - VHF – All International Channels
 - HF/SSB – 4, 6, 8, 12 and 16 Megahertz frequencies, details of which will be advised by the OA in the Sailing Instructions. Radio transmission power should be the maximum permitted by authorities in the boat's country of registration.
3. Boats shall provide a Radio Inspection Certificate. The Radio Inspection Certificate is to be completed by an accredited radio technician to verify the adequacy of the installation and operation of the radios.
4. Boats shall carry out a radio check, on HF frequencies to be advised, between 15 February 2013 and 15 March 2013. The organisation carrying out the radio checks will also be advised to entrants at a later date. Boats not recorded as having adequate radio signal strength will not be eligible to start.
5. Satellite phones: In addition to VHF and HF radio requirements, all boats must be equipped with a satellite phone, which shall:

- be with a service providing continuous coverage for the race area;
- be retained in a suitable mounting which is connected to the vessel's electrical supply and equipped with a permanently located external aerial;
- be powered and configured at all times while racing so that it can receive calls.

6. All boats must be capable of sending and receiving email, whether by satellite phone or HF radio.

EPIRBs AND PLBs

1. All 406 Epirbs and PLBs shall be equipped with GPS

OTHER EQUIPMENT

- Charts

A list of paper charts to be carried on board will be published as a supplement to this Notice of Race prior to December 1st 2012.

- Medical Kit

The list of First Aid equipment required for Category 1 will be modified. A list of the drugs to be carried will be published as a supplement to this Notice of Race prior to December 1st 2012.

- Recommendations

It is strongly recommended that all yachts carry an electronic Man Overboard system.

An Automatic Identification System Transponder (AIS) is not required, however it is recommended that an AIS unit be installed and used during the race.

