



NOTICE OF RACE  
**2019 MELBOURNE TO DEVONPORT**  
**RUDDER CUP**



Melbourne to Devonport Rudder Cup  
and the  
Bass Strait Series

# MELBOURNE TO DEVONPORT YACHT RACE

In 1907 Thomas Fleming Day, editor of the American magazine "Rudder", wrote to his friend, T.A. Dickson, Commodore of the Royal Geelong Yacht Club, suggesting a new race across Bass Strait to Tasmania. Day struck a trophy valued at 60 guineas, a fortune at the time, as a prize for the winner.

112 years later, the trophy is valued around \$100,000 and yachts are still racing across Bass Strait for the honour of winning the Rudder Cup. The race is the fifth oldest ocean race in the world, predating the Fastnet by 18 years.

The first race was won by Edgar Newland, sailing a 14.6m yawl *Thistle*, in conditions which were reported to be very difficult – so much so that his wife, who sailed in the race, appropriated the trophy, refusing to relinquish the Rudder Cup in a bid to "dissuade other yachtsmen from attempting such a dangerous race". The race continued using alternative trophies including the Doc Bennel Perpetual Trophy funded by the Royal St Kilda Yacht Club.



In 1968, the Rudder Cup again came to light and was presented to the Cruising Yacht Club of Victoria, now known as the ORCV, by Edgar Newland's son. The Rudder Cup Perpetual Trophy is awarded to the measurement handicap winner of the race across Bass Strait to Northern Tasmania – typically Devonport or Low Head at the mouth of the Tamar River.

The 195nm Melbourne to Devonport race forms part of the ORCV Offshore Championship and is open to multihulls and monohull yachts racing fully crewed, "autohelm plus 4" or Double Handed.

This is a Category 2 event, as amended by the ORCV Special Regulations which allows for use of Satellite Phone in lieu of HF radios by suitably equipped yachts.



**OFFSHORE SERIES**  
ORCV OCEAN RACING

# NOTICE OF RACE

THE 2019 BASS STRAIT SERIES INCORPORATING THE MELBOURNE TO DEVONPORT YACHT RACE (THE RUDDER CUP) WILL BE CONDUCTED IN PORT PHILLIP AND BASS STRAIT. OWNERS OF ELIGIBLE YACHTS ARE INVITED TO ENTER THE BASS STRAIT SERIES INCORPORATING THE RUDDER CUP UNDER THE CONDITIONS OF THIS NOTICE OF RACE. THE RUDDER CUP IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) WITH THE COOPERATION OF THE MERSEY YACHT CLUB.(MYC)

## 1. BASS STRAIT SERIES

1.1. Competition in the Bass Strait Series is limited to yachts competing in the Melbourne to Devonport Race and is based on results in three races, including the Cock of the Bay and the Top of the Island Races.

1.2. Although separate NoR are published for each race, all yachts competing in the Melbourne to Devonport Race are automatically entered in the Bass Strait Series and no additional entry fee is required.

### 1.3. 2019 Cock of the Bay

This is a Category 5 race conducted in Port Phillip Bay between Station Pier and Blairgowrie.

The Warning Signal will be displayed at 1025 Australian Eastern Daylight Time (AEDT) on 26 December 2019.

### 1.4. 2019 Rudder Cup (Melbourne to Devonport)

The warning signal for the Race will be displayed at 1425 (AEDT) on Friday, 27 December 2019.

This is a Category 2 race, except as noted in NoR 12.4, conducted from the start off Queenscliff, through Port Phillip Heads and across Bass Strait to Finish at the entrance to the Mersey River.

Satellite phones may be used by yachts subject to clause 12.4.

The Rudder Cup is part of the ORCV Offshore Championship and is open to multihulls and monohulls racing fully crewed, with "4 plus autohelm" or Doubled Handed.

### 1.5. 2019 Top of the Island Race

This is a Category 5 race conducted by the MYC starting near the entrance to the Mersey River

The warning signal is scheduled at 1055 (AEDT) on 29 December 2019 but the starting time may be delayed depending on the finish times of yachts competing in the Melbourne to Devonport race.

1.6. The details of courses will be published in the Sailing instructions for each race.

## 2. RULES

2.1. The Rudder Cup will be governed by the current versions of:

- the 2017-2020 Racing Rules of Sailing (RRS) of World Sailing (WS),
- the Prescriptions and Special Regulations of Australian Sailing,
- the ORCV Special Regulations published by ORCV on the ORCV web site,
- where applicable, the rules and regulations of the Australian Measurement System (AMS) and the IRC Rule Parts A, B and C;
- the International Regulations for the Prevention of Collisions at Sea;

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

2.2. The ORCV reserves the right to amend this Notice of Race. Amendments will be published on the event website ([www.orcv.org.au](http://www.orcv.org.au)) and existing entrants will be notified.

- 2.3. By entering the Rudder Cup and the Bass Strait Series, 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 person in charge.
- 2.4. The Sailing Instructions will be issued through the ORCV website ([www.orcv.org.au](http://www.orcv.org.au)).

### 3. DIVISIONS & CATEGORIES

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

### 4. ELIGIBILITY

- 4.1. The races are open to yachts of a thoroughly seaworthy nature, which are entered by a member of a yacht club recognised by Australian Sailing.
- 4.2. Each yacht shall comply with the eligibility requirements listed in *Appendix A (Stability Requirements)* and *Appendix B (Yacht Eligibility Requirements)*.
- 4.3. The ORCV may require remeasurement of any yacht prior to the yacht racing.
- 4.4. The crew of each yacht must meet the eligibility requirements listed in *Appendix C Crew Eligibility Requirements*.
- 4.5. A decision of the ORCV or the Race Committee as to any matter under this

condition (NoR 4 *Eligibility*), including as to whether a yacht and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.

- 4.6. All safety equipment shall be on board and available for inspection. On request by the Race Committee, yachts shall be made available for spot inspection to verify safety equipment compliance. Spot checks may be carried out prior to the warning signal or after a yacht finishes.

### 5. APPLICATION FOR ENTRY

- 5.1. An application for entry must be made on the online entry system at [www.orcv.org.au](http://www.orcv.org.au).
- 5.2. To enter the race, a completed application for entry must be received by 0900 on Monday, 18 November 2019.
- 5.3. The ORCV may consider entries after that date but any late entries that are accepted may not appear in race publications and may not be eligible to receive any paraphernalia as may be available.
- 5.4. Each yacht shall submit to the ORCV, no later than 0900 on Monday, 9 December 2019, the information listed in *Appendix D Entry Documentation*.

Privacy Note: Personal information about crew members is obtained in crew lists. That information is obtained for use in search and rescue situations possibly leading to limited release to media.

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.

- 5.5. The ORCV is not obliged to accept an application for entry.
- 5.6. 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.

- 5.7. Information supplied to or held by the ORCV under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 0900 on Monday, 16 December 2019.
- 5.8. A yacht's rating certificate shall not be changed after 0900 on Monday, 16 December 2019 except as a result of a rating protest or to correct a rating office error.
- 5.9. 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 three hours prior to the starting signal. After any change to a crew list, the yacht shall still satisfy the requirements of NoR 4.4. Changes to the crew or details of any crew member shall be notified through the online entry facility on the ORCV web site ([www.orcv.org.au](http://www.orcv.org.au)) or by mobile phone to the Race Director's phone (0418 396 605) on the day of the race.

## 6. LATE DOCUMENTATION

- 6.1. Unless a prior arrangement has been agreed with the Race Director and subject to clause 6.2, a time penalty of 20 minutes shall be applied to the Finishing Time of any boat which has not submitted complete yacht and crew documentation (as specified in Appendix D) by 0900 Monday 9 December 2019. A 20 minute Finishing Time Penalty will also apply to any yacht which has not completed the required radio or satellite phone check by 0900 Monday 16 December 2019.
- 6.2. Clause 6.1 does not apply to documentation changes arising from rating certificate amendments or, at the discretion of the Race Director, bone fide crew changes.

## 7. FEES

- 7.1. Race fees may be paid by credit card, cheque or direct credit on submission of the entry form or late documentation, as appropriate.
- 7.2. Early entries are encouraged. Race entry fees are payable on or before 18 November 2019 or at the time of entry, whichever is the later.

All fees include Australian Goods and Services Tax.

### 7.3. Race Entry

The race entry fees are for the race and one Handicap Category within one Division. A fee is payable for each additional Handicap Category over the initial one.

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

Standard Entry (on or before 18/11/2019)	\$510.00
Late entry after 18/11/2019 (if accepted)	\$650.00
Additional handicap categories (each)	\$30
Double Handed division	\$30

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

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

### 7.4. Crew Fees

Crew fees are payable for each crew member sailing in the Rudder Cup.

ORCV or MYS Members.....\$70  
 Non-Members.....\$130

This fee includes the cost of a race shirt and cap and the presentation dinner to be held after the race. Delivery of crew shirts and caps prior to the race cannot be guaranteed for yachts whose entries are received after 18 November 2019.

The crew fee does not include the purchase of ORCV Ocean Pass membership which may be required for crew who are not members of an Australian Sailing Affiliated Club.

### 7.5. Refund Policy

The ORCV wishes to encourage entry to its events. However, races are expensive to organise and run, requiring a cancellation

fee to be charged to cover administration and committed costs.

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

In addition, any costs that the ORCV might have incurred for crew merchandise will be charged if they have been incurred before the entry is cancelled.

When cancelling an entry, please provide account details (BSB, A/C Number) for refunding the entry fee balance.

## **8. SCORING**

### **8.1. Bass Strait Series Scoring**

Series scores shall be awarded for each yacht entered in the Rudder Cup based on corrected time results in IRC and AMS Handicap Categories.

Yachts not starting or disqualified in any race shall receive points for that race equal to the number of starters in that race +2.

Yachts starting but not finishing in a race shall receive points for that race equal to the number of starters in that race +1.

Ties in each Handicap Category shall be broken in favour of the yacht with the highest placing in Race 2.

For the MYC Top of the Island Race, the ORCV will score yachts under IRC and AMS for the purpose of the Bass Strait Series even if those handicap systems are not offered by MYS in the NoR for that race.

PHS Handicap Category results in the Top of the Island Race for those boats which have entered the Bass Strait Series will be calculated using handicaps allocated for the series by ORCV.

### **8.2. Further Scoring Provisions**

Prorated positions may be used to determine a result for a race if the race is shortened

For the purpose of the Perpetual Trophy Awards, if there are an equal number of starters in two measurement Handicap

Categories, IRC shall be deemed to have the largest number of starters.

## **9. DEVONPORT RACE TROPHIES**

9.1. Trophies are awarded to competitors for the following achievements, subject to the number of starters qualifications noted in 9.3:

- Line Honours – First monohull yacht to cross the finish line.
- First, Second and Third placegetters on corrected time within each Handicap Category in each Division.
- Multihull Line Honours – First Multihull yacht to cross the finish line

Unique and special trophies have been designed and made for Line Honours and First place recipients. The trophies are designed to encompass multiple awards and, as such, are returned after presentation for engraving.

9.2. Perpetual trophies are awarded, subject to the number of starters qualifications noted in clause 9.3 below, as follows:-

- The Rudder Cup Perpetual Trophy for first place on corrected time in the measurement Handicap Category with the largest number of starters, combined if multiple divisions exist.
- The Doc Bennel Perpetual Trophy for first place on corrected time in the measurement Handicap Category with the second largest number of starters, combined if multiple divisions exist.
- The Margaret Holmes Kerr Perpetual Trophy will be awarded to the first monohull yacht to cross the finish line.
- The Boags Perpetual Trophy will be awarded to the first multihull yacht to cross the finish line.
- The First Out of the Heads Trophy for the first monohull yacht to exit Port Phillip Heads, passing through an imaginary line between Point Lonsdale and Point Nepean.

9.3. All trophies, are awarded subject to sufficient starters in the particular Handicap Category and Division as follows:

- Less than seven starters, no 3<sup>rd</sup> place trophy is awarded.
- Less than five starters, no 2<sup>nd</sup> or 3<sup>rd</sup> place trophies are awarded.
- less than three starters, there is no race for that Handicap Category or Division and no trophies are awarded for the category and division.
- Line honours follow the same rules except all yachts are counted regardless of Handicap Categories.

Multihull Division and Double Handed Division trophies are not subject to the above "Fewer than three starters" requirement.

## 10. BASS STRAIT SERIES TROPHIES

10.1. The Bass Strait Series Perpetual Trophy will be awarded to the lowest scoring yacht in the measurement Handicap Category with the largest number of starters in the Melbourne to Devonport Race, combined if multiple divisions exist.

10.2. Trophies will be awarded for the lowest scoring yachts in the other Divisions.

## 11. TROPHY PRESENTATIONS

11.1. The presentation of trophies for the Rudder Cup and the Bass Strait Series will be at a presentation dinner at Mersey Yacht Club at a time to be announced.

11.2. All trophy winners are also acknowledged with a bottle of wine from ORCV's sponsor **Chirping Bird Wines**

## 12. CHANGES TO RULES

### 12.1. Changes to the IRC Rules

IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 11.2: In accordance with a prescription by Australian Sailing, a yacht in the IRC Handicap Category may carry one more spinnaker than shown on the yacht's IRC Certificate without an increase of rating.

### 12.2. Changes to the Racing Rules of Sailing

RRS 41: While racing, a boat may retrieve weather forecasts and data from any website but excluding information which is specific to a boat, a competitor or the race.

RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

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

RRS 52: The rule shall be modified:

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

RRS 55: The rule is changed by adding the following sentence to the rule: *However, discarding biodegradable bands when setting a sail will not be considered a breach of rule 55.*

12.3. RRS 60.1 and 62.1: The scoring system will not be subject to protest or dispute.

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.

### 12.4. Changes to Category 2 Special Regulations

Yachts equipped with HF radio shall use that equipment for the sign-on and all position reports. Yachts not having an HF radio may apply to ORCV for approval to use a satellite phone in lieu of the HF radio. Any such

approvals will be subject to the following conditions:

- Satellite phones shall be powered up and monitored at all times while racing;
- Demonstrated speed dialling capability to both AMSA and the Race Director;
- Demonstrated ability to send and receive text messages and to receive weather warnings;
- The satellite phone must be securely mounted, attached to the yacht and either hard wired or rechargeable during racing; and
- The yacht must also be equipped with a fully functional DSC VHF radio with the yacht's own MMSI number configured and a GPS receiver connected for position information.

#### 12.5. 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.

### 13. TRACKING DEVICES AND AIS

- 13.1. Yachts equipped with AIS transmitters shall operate that equipment at all times when racing, this transmission to include the boats name and MMSI.
- 13.2. A yacht may be required to carry a tracking device supplied by the ORCV.
- 13.3. A yacht on which an ORCV supplied tracking device ceases to operate will be required to provide additional position reports by radio or satellite phone in accordance with the Sailing Instructions.
- 13.4. 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.

- 13.5. An owner or charterer shall be solely responsible for the loss or damage to a tracking device supplied by the ORCV and for its return to the ORCV office after the race.

### 14. BRIEFINGS

#### 14.1. Compulsory Pre-Race Briefing

A compulsory pre-race briefing for entrants in the Rudder Cup will be held at 1800 on Monday 16 December 2019 at the ORCV Clubhouse (unless otherwise notified).

Yachts not based in Melbourne may make alternative arrangements in consultation with the ORCV Office.

The skipper and one other crew member shall attend the whole of this briefing unless an alternative arrangement has been made with the ORCV.

#### 14.2. Compulsory Weather Briefing

A compulsory weather briefing will be held at 0900 on 27 December 2019 at Blairgowrie Yacht Squadron.

Unless an alternative arrangement has been agreed with the Race Director the Skipper and Navigator shall attend this briefing.

- 14.3. Entrants which do not satisfy the requirements of Clauses 13.1 and 13.2 will not be eligible to race.

### 15. EVENT CLASSIFICATION & ADVERTISING

- 15.1. Advertising on a yacht shall comply with the requirements of WS Regulation 20 (WS Advertising Code) for Category C.
- 15.2. The ORCV shall be advised of any advertising which may breach clause 15.1, or otherwise cause controversy, on or before the closing date for entries.
- 15.3. 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. If in doubt, the ORCV should be consulted as soon as practicable.



## 16. TRADEMARKS & COPYRIGHT

- 16.1. "Melbourne to Devonport Yacht Race", "M2D" and "Rudder Cup" 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.
- 16.2. This document is Copyright © Ocean Racing Club of Victoria, Inc 2019. All enquiries should be directed to:
- Ocean Racing Club of Victoria  
3 Aquatic Drive  
ALBERT PARK VIC 3206  
Australia

## 17. MEDIA RIGHTS & RESTRICTIONS

- 17.1. 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.
- 17.2. 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.

- 17.3. Entrants acknowledge and accept the media restrictions referred to in this clause (NoR 17) by completing the entry form.
- 17.4. 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.

## 18. DISCLAIMER

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

Specific attention is drawn to RRS Fundamental Rule 4, which states:

*"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"*

## 19. MOORING ARRANGEMENTS

- 19.1. Melbourne: Visiting yachts seeking assistance with berthing in Melbourne should advise the ORCV office as soon as possible.

Blairgowrie: Yachts may raft up in the Blairgowrie Yacht Squadron (BYS) Marina for the night of 26 December under the direction of BYS officials. Yachts requiring individual berthing should contact the BYS as soon as practical to arrange one.

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

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

## A2 CERTIFICATE CURRENCY

As partial evidence of compliance with stability requirements a yacht without a current valid ORCi certificate but with a previously valid certificate shall supply its most recent previously valid certificate to the ORCV together with by a completed Stability Declaration certificate and any additional information required by the ORCV relating to boat configuration and modifications.

## A3 MOVABLE OR VARIABLE BALLAST

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

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

## A4 FALSIFIED DOCUMENTATION

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

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

# Appendix B YACHT ELIGIBILITY REQUIREMENTS

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

Check	Category	Requirement
	General	Yachts shall be built in accordance with the Australian Sailing Special Regulations Part 1, Section 3.03 and Appendix C as applicable.
		The Safety Regulations shall be those of Australian Sailing Special Regulations, Part 1, Category 2 except as modified in NoR 12.4.
	Insurance	The owner of a yacht entered in the race shall hold a marine legal liability insurance policy with respect to the yacht, current at the time of the race, with a sum insured of not less than A\$10 million. The insurance policy shall state that the yacht is covered for the race or that it is covered for yacht races of a length greater than the race length.
	IRC Yachts	A yacht may only be entered in IRC if the yacht: <ul style="list-style-type: none"> <li>• has a current, valid IRC Certificate issued by RORC;</li> <li>• has been weighed on scales by an RORC approved measurer; and</li> <li>• complies with all of the current IRC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).</li> </ul>
	AMS Yachts	A yacht may only be entered in AMS if the yacht: <ul style="list-style-type: none"> <li>• has a current, valid AMS Certificate issued by YRSA Inc; and</li> <li>• complies with all the current AMS Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).</li> </ul>
	Equipment Audit	Each yacht must be inspected after 1 July 2019 by an ORCV Accredited Auditor. A signed copy of the Cat 2 Safety Equipment Compliance Form must be forwarded to the ORCV with the rest of the entry information. Details and guidance on the safety audit process may be found in the ORCV Year Book or obtained from the ORCV office.
	Radio Check	Primary radio support will be provided by Kordia with the call sign <i>Charleville Radio</i> . Yachts equipped with HF radio must carry out and pass a radio check/voice test of the race radio frequencies with Kordia in the period 01/12/2019 - 16/12/2019. Race frequencies will be chosen from HF 4483, 6218, 8210 and 12305 kHz, all operated in simplex mode. <b>Note:</b> This may require changes to your yacht's HF radio configuration. To arrange the radio check, contact Kordia on 02 6151 6688. Unless use of satellite phone has been approved by ORCV, yachts not recorded as having adequate radio signal strength and readability will not be eligible to start.
	Satellite Phone	Yachts which have received ORCV approval to use satellite phone in lieu of HF radio must demonstrate speed dialling and SMS capability and undertake a voice check using the satellite phone to be used during the race to the satisfaction of the Race Director (0418 396 605) at a pre agreed time in the period 01/12/2019-16/12/2019. <b>Note:</b> Except in emergency, yachts are not permitted to use a satellite phone for race communications unless dispensation has been granted by ORCV.

Check	Category	Requirement
	Charts	The following paper charts must be carried by competing yachts: AUS 144 The Rip AUS 487 Bass Strait AUS 799 Stoney Head to Rocky Cape AUS 164 Approaches to Devonport.

# Appendix C CREW ELIGIBILITY REQUIREMENTS

CREW MUST COMPLY WITH THE REQUIREMENTS LAID OUT IN THIS APPENDIX TO BE CONSIDERED ELIGIBLE FOR ENTRY TO THE RACE. SUPPORTING DOCUMENTATION, WHERE REQUIRED, SHOULD BE PROVIDED USING TOP YACHT ("SAILOR DETAILS" TAB ON ORCV WEB PAGE)

Check	Category	Requirements
	Membership	All persons sailing on competing yachts shall be members of an Australian Sailing-Affiliated Club or an international equivalent. Australian Sailing membership numbers or their international equivalents must be included on the crew list.
	Age	The minimum age of any person on board is 16 years, with a majority of the crew being of a minimum age of 18 years. Crew aged between 16 and 18 years must provide evidence to the ORCV demonstrating past sailing experience and hold a current Australian Sailing Safety and Sea Survival Course (SSSC) certificate. The Race Committee may, at its absolute discretion, refuse to allow any crew members aged between 16 and 18 years of age to participate in the race.
	Experience	In accordance with Australian Sailing Special Regulation 2.04, at least 50% of the crew (three persons if crew size is less than six) including the skipper and/or sailing master shall have sufficient experience, declared on the entry form and accepted as such by ORCV. For the Double Handed Division, both crew members must be accepted by ORCV as sufficiently experienced. Note that "Sufficient experience" must include at least one Category 2 race or completion of a passage similar to the Westcoaster.
	Training	At least 50% of the crew on a yacht, with a minimum of three, except for Double-Handed crews which require 100%, shall have completed an Australian Sailing Safety and Sea Survival Course or an ORCV approved equivalent.
		It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.
	First Aid	At least one crew member, and two in the case of Double Handed yachts, shall hold an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided.
	Radio	Where HF radio is used at least one crew member, and two in the case of Double Handed yachts, shall hold a <i>Long-Range Operator Certificate of Proficiency (LROCP)</i> marine radio qualification issued by a relevant authority, or higher qualification. Copies of the crew member's Certificate or other qualification shall be provided.  Where satellite phones are used instead of an HF radio, at least one crew member, and two in the case of double handed yachts, shall hold a <i>Short-Range Operator Certificate of Proficiency (SROCP)</i> or <i>Australian Waters Qualification</i> or higher qualification issued by a relevant authority.
	Double Handed	In addition to the higher levels of experience, training and certification detailed above, the minimum age for Double Handed crew is 18 years and the wearing of PFD's at all times when on deck is a mandatory.

# Appendix D ENTRY DOCUMENTATION

THE DOCUMENTATION LISTED BELOW MUST BE SUPPLIED BY 0900 ON 9 DECEMBER 2019 TO COMPLETE THE YACHT'S ENTRY TO THE RACE. THE SUBMISSION OF LATE DOCUMENTATION GENERATES SIGNIFICANT ADDITIONAL WORK FOR BOTH OFFICE STAFF AND RACE OFFICIALS. IN SUPPORT OF SAFE AND EFFICIENT RACE MANAGEMENT , **A FINISHING TIME PENALTY OF 20 MINUTES** WILL BE APPLIED TO ENTRANTS WHO DO NOT SUBMIT REQUIRED DOCUMENTATION AND COMPLETE RADIO CHECKS WITHIN THE REQUIRED TIME FRAMES. SEE CLAUSE 6 OF THE NOR.

Check	Documentation	Notes
	Crew List (Online), correctly and fully completed with all associated personal details. Skippers are responsible for its accuracy and currency.	
	Audited Special Regulations Form for Category 2.	
	The yacht's Safety Equipment Compliance Declaration (Category 2) shall be completed prior to commencing the race and a copy shall be kept on board for inspection if requested.	
	<p>Verification of Hull Construction Standards</p> <p>Where a yacht relies on compliance with the EC Recreational Craft Directive for Category A, a certificate demonstrating that compliance.</p> <p>Where a yacht relies on compliance with ABS, the yacht's ORCi Rating Certificate recording an ABS plan approval or, alternatively, statements signed by the designer and builder confirming that they have respectively designed and built in accordance with the ABS Guide.</p> <p>Where a yacht relies on compliance with ISO 12215 Category A, a certificate demonstrating that compliance, with written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with that ISO standard.</p>	
	For entrants in AMS Handicap Categories, a copy of a current AMS certificate.	
	For entrants in IRC Handicap Categories, a copy of a current IRC certificate.	
	Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalents. In the case of SSSC certificates, submitting the expiry date online is sufficient.	
	HLDT003 Provide First Aid Certificates or acceptable equivalents.	

Check	Documentation	Notes
	<p>For entrants using HF radio, Long Range Operator Certificate of Proficiency (LROCP) or acceptable higher qualification.</p> <p>For entrants using satellite phones, Short-Range Operator Certificate of Proficiency (SROCP), Australian Waters Qualification or acceptable higher qualification.</p> <p>Submitting the certificate number online is sufficient.</p>	
	406 EPIRB Certificate(s) or evidence of registration and currency	
	Current Life Raft Inspection Certificate(s)	
	Current insurance policy certificate of currency including details of event coverage.	
	Evidence of Stability (see Appendix A Stability Requirements)	
	Stability Declaration (in the form supplied by the ORCV) that no changes have been made to the yacht since the issue of the above Evidence of Stability.	
	Colour photograph of the yacht under sail, no older than 12 months and suitable for search and rescue purposes. This may 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 must be entered in Topyacht and confirmed with the Race Director during the phone check.	