

# Notice of Race

ORWA offshore racing series  
2022 – 23 season - Perth, Australia

## Abbreviations/definitions

For all Race Documents, the following (plus the ‘terminology’ used in the RRS) shall be used as the interpretation, unless amended in the SSI’s.

<b>Term / Abbreviation</b>	<b>Meaning</b>
AS	Australian Sailing
ASSR	Australian Sailing Special Regulations
Committee boat	A vessel located at the starboard end of the start line, flying the start signals
Incident	any event where there is any damage or risk of damage to people, property, and/or the OA or ORWA
IRC	International Rating Certificate
Near miss	an incident where no damage or harm occurred
OA	Events shall be organised by the Organising Authority (RRS 89.1)
Offshore Race Control	The radio call sign and collectively, the group of people that man the radio during racing
ORWA	Ocean Racing WA
POB	Persons onboard
Race Documents	Are the Notice of Race, the Sailing Instructions and any Supplementary Sailing Instructions as issued by the Race Committee
Race Committee	The Race Committee conducts races as directed by the Organising Authority and as required by the rules (RRS 89.1)
Rounding Report	A report, made in accordance with the Race Documents
RRS	Racing Rules of Sailing
TopYacht	An online tool used by ORWA for online entrant and results management

## 1. Introduction

This Notice of Race is issued jointly by the Organising Authorities for the races in the offshore racing calendar for 2022 – 23:

- Fremantle Sailing Club (FSC)
- Hillarys Yacht Club (HYC)
- Royal Perth Yacht Club (RPYC)
- Royal Freshwater Bay Yacht Club (RFBYC)
- South of Perth Yacht Club (SoPYC)

## 2. Rules

All races/events are governed by the following rules, versions of which are current at the start of the race:

1. The Racing Rules of Sailing - as published by Australian Sailing – amended as follows:

- RRS 40.1 (Basic rule) - is amended for double handed sailors who must wear a life jacket at all times when on deck except briefly while changing or adjusting clothing or personal equipment.
- RRS 41.(c) (Outside help) – except in an emergency, from the warning signal and until finished, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- RRS 51 (Moveable ballast) - is amended as follows: boats with Movable or Variable Ballast (as defined in Australian Sailing Special Regulations Part 1 Section 3 and Australian Sailing Special Regulations Appendix B) may move or vary their ballast whilst racing. Proof of compliance with these Special Regulations must be carried on board and the Race Committee may require copies.
- RRS 60.1(a) (Right to protest) – amends this rule to provide that where any clause of the Race Documents is denoted by:
  - ‘(NP)’, a breach of that rule will not be grounds for protest by a boat
  - ‘(DP)’ denotes that a penalty for a breach of that rule is at the discretion of the protest committee and may be less than disqualification
- RRS, Part 2 (Racing at night) - between the hours of sunset and sunrise the Rules of Part 2 are replaced with the right-of-way rules of the International Regulations for the Prevention of Collisions at Sea. (“Prevention of Collisions at Sea Regulations 1983”).

2. Special Regulations Special Regulations Part 1 for Racing Boats (Keelboats) published by Australian Sailing - amended as follows:

- ASSR 3.25.1 - add (d) “Boat’s radio shall be connected with a speaker that shall be clearly heard on deck at all times.”
- ASSR 3.25.4 - add (e) “Radio transceivers shall be tested annually with a suitable station: for HF over 90nm and for VHF over 20nm away.”
- ASSR 4.22 Pyrotechnics (Flares) - add ‘2 Red Parachute flares’ to Category 4.

3. IRC 2021 Rule 21.6.1 - attention is drawn to the following Australian Sailing prescription to IRC Rule 21.6.1. In accordance with IRC Rule 11.2 and 11.3 Australian Sailing prescribes that in IRC races requiring Category 1, Category 2 or Category 3 Special Regulations compliance, a boat may carry one more spinnaker than shown on her current IRC certificate, of area not greater than rated SPA, without an increase in rating.
4. Waypoints - where waypoints are utilised in a course, Appendix WP Rules for Waypoints.
5. PHS Handicap - guidelines listed under ORWA PHS Handicap Registration Application on the ORWA website.
6. Arbitration - Appendix T in the Racing Rules of Sailing - A5.3 will apply to all series but is changed so that a boat that did not come to the starting area shall be scored 35 points. This changes Rule A5.3.

### 3. Race Category

The race categories will be specified by the Race Committee in the SSI's. Indicative race categories are provided in the race calendar in the Yellow Book.

### 4. Race Documents

The race documents that apply to all races/events have been prepared in accordance with RRS Appendix J and include:

- Notice of Race (this document) – deemed to be issued by the OA
- Sailing instructions – deemed to be published by the Race Committee
- Supplementary sailing instructions (if issued) – deemed to be published by the Race Committee.

These documents shall be read and interpreted together. However, where there are any inconsistencies between the documents, the supplementary sailing instructions shall take precedence.

### 5. Communication

The official notice board for the ORWA series is [oceanracingwa.com.au](http://oceanracingwa.com.au). Any online official notice boards for specific events will be advised by the respective OA in the SSI. All boats shall maintain a 24-hour listening watch on VHF Channel 16 as well as the dedicated race channel listed in the race specific Supplementary Sailing Instructions. If no channel is specified for the race channel in the SSI, then it shall be VHF 72. The 24-hour listening watch shall be maintained whilst racing, and while returning to harbour after retiring from a race.

[NP] The Race Committee may make courtesy broadcasts to competitors on the VHF race channel; however, these are for information only.

### 6. Eligibility and Entry

Eligibility is always at the absolute discretion of the Race Committee for each race for any reason and at any time up until the Warning Signal. At the absolute discretion of

the Race Committee, it may require additional information be provided to accept a boat's entry.

To be eligible to enter a race/event, the boat, its owner and crew respectively must comply with the following:

- Boat - must be of monohull construction that comply with the ASSR Part 1 for the applicable Race Category as evidenced by a current Australian Sailing Special Regulations Equipment Audit Form signed by an accredited Australian Sailing Special Regulations Equipment Auditor and by the Owner / Person in Charge.
- Boats' owner/Person in Charge - must be a current Ordinary member or Casual member of Ocean Racing WA to acquire points towards any Club Series or ORWA Series scoring.
- Crew - whilst racing, all onboard crew persons must be members of a Club affiliated to Australian Sailing and have an AS number and hold a valid Sail Pass. (RRS 46 AS prescription)
- Double handed (ie. when there is only two persons onboard for a race, or the boat is a Double Handed entry):
  - The boat must be fitted with an automatic helming capability in working condition.
  - The Organising Authority may request that the crew entered provide CVs of their experience relating to the "ORWA Recommendations" in the current ORWA Handbook.

Eligible boats may enter each race by completing the online entry form on the Ocean Racing WA website and submitting it, together with the required fee, by the date shown on the individual race notice. Late entries maybe accepted at the absolute discretion of the Organising Authority.

The online entry includes completion in full of the TopYacht profile [insert URL], that includes but not limited to:

- Valid ASSR Equipment Audit Form, applicable for the race
- ORWA Radio Declaration Form
- ORWA Team Shore Contact Form, with details current for the race
- Life raft certificate of Inspection (when a life raft is required)
- Keel and Rudder Inspection Form

To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees by the specific deadlines. Unless otherwise listed in the Individual Race Notice documentation shall be lodged with the OA no later than:

- Short haul races - midday on the day prior to the race start.
- Blue water races - midday on the Wednesday prior to the race start

The onus is on the boat owner to ensure that all documentation is complete and submitted by the required time

## 7. Handicap and Rating System

Placings in each race/event will be determined in the following categories:

- PHS - to be eligible for PHS a boat's owner must be an Ordinary or Casual member of ORWA at least 7 days prior to their first race.
- IRC – assessed according to the current endorsed IRC certificate that is uploaded in TopYacht as part of race entry eligibility.
- 'Corinthian' - a boat who wishes to be eligible for the best performing Corinthian must complete the registration with ORWA prior to 1 November 2022. A boat may only enter as a Corinthian if all crew meet the World Sailing Sailor Classification for Group 1 and the following requirements - no crew member (including owner) shall sail on the boat, if:
  - o They are paid to sail on the boat, or
  - o Their primary source of income is derived by working in the yachting industry, and whose skills are such that would clearly advantage the boat's performance whilst sailing on the boat.
- If a boat becomes ineligible as a Corinthian entrant for any race, they must contact ORWA to be excluded from that race no later than 2 days after the race.

#### 8. Divisions

Divisions will be indicated as follows:

<b>Division</b>	<b>Division Flag</b>
1	Naval Numberal ONE
2	Naval Numberal TWO
Double Handed	Naval Numberal FOUR

#### 9. Entry Fees

Entry fees are defined in the individual notice of the ORWA Handbook.

#### 10. Crew limitations

IRC rule 22.4.2 will be interpreted as 'the Crew Number printed on each boat's IRC certificate shall not be exceeded unless in so doing the total crew weight does not exceed 85kg multiplied by the Crew Number printed on the certificate'.

#### 11. Advertising

Boats may be required to display advertising chosen and supplied by the Organising Authority.

Any advertising displayed on boats shall comply with the requirements of World Sailing Regulation 20 (World Sailing Advertising Code). In addition, the OA may decline to accept an entry of a boat which, in its opinion is carrying advertising which conflicts with governmental regulations.

## 12. Media rights and restrictions

The condition of entry may include a requirement that the owner and all crew members acknowledge:

- The OA owns all media rights to its races including all rights in and to any visual and audio material and any data taken on or behalf of the OA, or provided to it, in connection with the race and may exercise those rights as they see fit.
- That by accepting the entry, the owner and crew members 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.

Any breach of these conditions may result in a boat's entry being rejected or cancelled by the OA or disqualified. This does not limit the right of the OA or Race Committee to take any other action it sees fit to enforce compliance with these conditions.

## 13. Race and events schedule

Racing / events details are listed in the ORWA Handbook.

## 14. Equipment / inspection measurement checks

Each boat shall lodge on TopYacht as required in section 6 (Eligibility & entry) above, produce or verify the existence of a valid measurement/rating certificate.

[DP] Boats shall be available for equipment inspection as reasonably required at any time, except whilst racing.

Attention is drawn to ASSR 2.02.3 which states that if a boat does not comply with the Special Regulations, it may have its entry rejected by the OA, or it may be liable to disqualification, or such other penalty determined by the protest committee.

## 15. Courses

The courses are generally set off the coast of Metropolitan Perth including Gage Roads, Cockburn Sound. Blue water race courses are generally set along the coast from Fremantle for greater distances, including races to Exmouth, Geraldton, Coventry Reef, Mandurah, Bunbury, and Cape Naturaliste.

Specific courses for each race will be designated by the OA in the SSI for the race/event.

The marks that may be used (including their coordinates) are provided in Appendix A. The OA will set the course or course alternatives in the SI's and provide any additional marks and coordinates at that time.

## 16. Scoring

Only Ordinary members are eligible for ORWA Series points scores except for the WA IRC States.

The scoring system for the 5 events shall be as per RRS Appendix A, as modified as follows.

- Short Haul Series (IRC and Corinthian) - a maximum of nine races. When five or more races have been held there will be one discard. When eight races have been held there will be two discards. Five races will constitute a series.
- Blue Water Series (IRC and Corinthian) - a maximum of four races. When three or more races have been held there will be one discard. Two races will constitute a series.
- Siska Series (IRC) - a combination of the Short Haul Races and Blue Water Races. A boats series score will be the combination of her Short Haul Series and Blue Water Series race scores excluding her worst score(s) from each series. A maximum of thirteen races with up to three discards (two Short Haul and one Blue Water).
- Corinthian (PHS) - a combination of the Short Haul Races and Blue Water Races. A boats series score will be the combination of her Short Haul Series and Blue Water Series race scores excluding her worst score(s) from each of the Short Haul and Blue Water series. A maximum of thirteen races with up to three discards (two Short Haul and one Blue Water).
- WA IRC State Championships - consists of two passage races and up to four windward leeward races. A maximum of six races. When four or more races have been held there will be one discard (the boats worst score from any race). Three races will constitute a series.

## 17. Incident reporting

### 17.1 Incidents

Whilst participating in a sailing race, there is a fundamental obligation to inform Offshore Race Control or the Race Officer of incidents as soon as practical.

### 17.2 Man Overboard

MOB incidents shall be reported immediately on VHF radio on the specified race channel to:

- Start boat - if the incident occurs at the start of a race, or
- Offshore Race Control - on VHF radio or any other means possible if the incident occurs after the start boat has left the course.

### 17.3 Reporting

Reporting Incidents and/or Near Misses provides the opportunity to identify causes and contributing factors and eliminate them. Therefore, where any accident, boat or equipment failure that leads to any of the following, a formal incident report shall be submitted to the Race Officer as soon as practical

- Injury that required professional medical attention
- Incidents involving a RRS breach (even if it is exonerated), where there

is contact between boats

- Incidents such as grounding, structural failure, etc.
- Failure of the OA's management systems that resulted in a materially worse outcome.
- Incident requiring outside assistance (eg. activation of a beacon / distress signal, Sea Rescue, 3rd Party to the event / race)
- A Near Miss of any of the above

#### 18. Risk Statement

Competitors participate in the races entirely at their own risk.

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in these events each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

Disclaimer of liability - the Organising Authorities, their associates and appointees will not accept responsibility for material damage or personal injury, or death or inconvenience sustained in conjunction with or prior to, during, or after any race/event. By participating in any race, each competitor agrees to release the race organisers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

#### 19. Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10 million (ten million dollars AUD) per incident or the equivalent. The participating boat shall hold adequate insurance to cover each race that it competes in. By taking part in a race, owners are deemed to have made a declaration that they have such cover.

#### 20. Further Information

For further information please contact Ocean Racing WA or the relevant Organising Authority Club for the race.





# Sailing Instructions

ORWA offshore racing series  
2022 – 23 season - Perth, Australia

## 1. Rules

All races/events are governed by the rules as defined in section 2 of the NoR, in addition to the following amendments (if any):

- RRS 29.2 (General Recall) and Race Signals (inside front cover) – amends these rules, as per section 9.3.2 below
- Rule 34 (Missing mark) – replaces this rule, as per section 10 below
- Rule 63.1 (Requirements for a Hearing) and Appendix A 5.1 (Scores determined by the Race Committee) – amends these rules, as per section 11.1 below
- RRS 60.1(a) (Right to protest) – amends this rule to provide that where any clause of the Race Documents is denoted by:
  - o '[NP]', a breach of that rule will not be grounds for protest by a boat and for
  - o '[DP]' denotes that a penalty for a breach of that rule is at the discretion of the protest committee and may be less than disqualification

## 2. Supplementary sailing instructions

Supplementary sailing instructions for each race may be issued by the OA and will take precedence over all other Race Documents.

## 3. Code of conduct

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

[DP] Competitors and support persons shall handle any equipment or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

## 4. Notices to competitors / change to race documents

If any notices or changes are required, one or all of the following will occur:

- Before 1800hrs the day before the race - Owners will be notified by email
- On the day of racing (and prior to the first Warning Signal) - 'Code flag L' will be displayed on the Committee Boat and the changes will be broadcast on the dedicated VHF race channel (or given orally by any other means). (as per RRS 90.2C)

## 5. Race and events schedule

Racing/events details are listed in the ORWA Handbook.

## 6. Division flags

Class flags shall be displayed from a boat's backstay (or from the leech of the mainsail) at least 1.5 metres above the deck, as follows:

- Division 1 - Naval Numeral ONE
- Division 2 - Naval Numeral TWO
- Double-handed - Naval Numeral FOUR

## 7. Racing area, course and marks

The racing area is outlined in section 14 of the NoR.

The course(s) and marks for a specific race will be designated by the OA in the SSI for each race.

Courses may be shortened in accordance with RRS 32.

## 8. Obstructions

The following areas are designated as 'obstructions' as defined in RRS 'Definitions' for all races:

### 8.1 Swanbourne exclusion zone

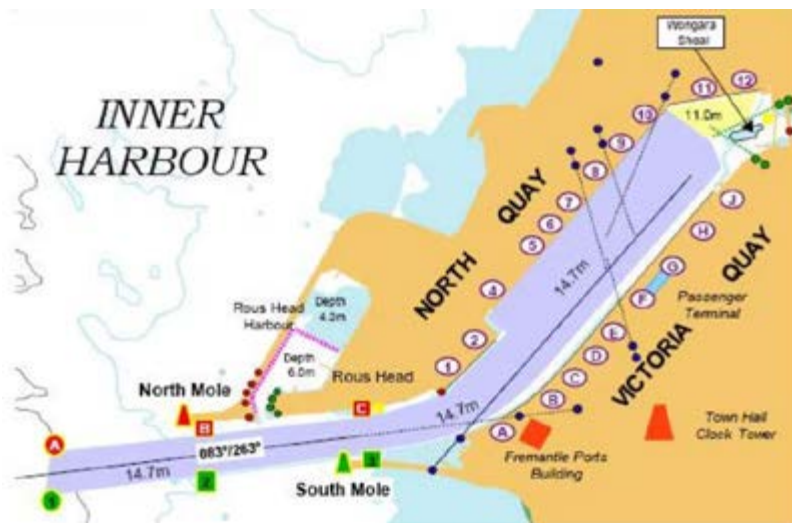
While racing boats shall not enter an area bounded (shaded orange in the diagram below) by:

- A line joining Swanbourne exclusion zone buoy (NW) and Swanbourne exclusion zone buoy (SW), and
- Lines to the shore due east of these points



## 8.2 Fremantle Harbour entrance

While racing boats shall not enter an area bounded by the lines joining Green No. 1 Harbour Entrance Buoy, Red “A” Harbour Entrance Buoy, Red “C” Harbour Entrance Beacon and Green No 3 Harbour Entrance Beacon, as shown below.



## 9. The start

Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

The start will be in the vicinity of Hall Bank Beacon.

The starting line is between a staff displaying an orange flag on the Committee boat (flying its club burgee) at the starboard end and a market buoy at the port-end

Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

A boat that does not start within 15 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

### 9.1 Course flag

Where more than one course is listed, the Numeral Pennant corresponding to the course number will be displayed with the Warning Signal of the relevant division.

### 9.2 ‘Day Buoy’

Where a day buoy is listed in the course, it will be a marker buoy situated approximately one nautical mile to windward of the Start Line. Prior to the Warning Signal, the Committee Boat will display a red or green flag to designate the direction that the day buoy shall be rounded:

- A RED flag means the day buoy shall be rounded to Port.
- A GREEN flag means the buoy shall be rounded to Starboard.

### 9.3 Recalls

#### 9.3.1 *Individual* [NP]

After the starting signal the Race Committee may broadcast the sail numbers of those boats that have not complied with RRS 29.1. It is the responsibility of a boat to monitor the radio for this information. Failure of the Race Committee to make a broadcast or a boat receive any broadcast will not be grounds for redress.

This changes RRS 62.1 (Redress).

#### 9.3.2 *General*

When a general recall is signalled the warning signal for the first recalled fleet will be displayed at the start signal for the last fleet in the sequence. Warning signals for other recalled fleets will follow in order thereafter.

This changes RRS 29.2 (General Recall) and Race Signals.

### 10. Missing mark

Should a mark of the course be missing (defined as being more than 100m from the advised latitude and longitude coordinates), boats shall round or pass at the coordinates of that missing mark. A declaration from the skipper and charted evidence may be required as proof of the correct rounding or passing.

This replaces RRS 34 (Missing Mark).

### 11. Commercial shipping

At all times competitors should take particular care in areas where commercial shipping operates, including (but not limited to):

- Entrance to Fremantle Harbour.
- Northern Entrance to and in the Cockburn Sound Channel.
- Deepwater channel in Gage Roads marked by Green No. 1 Buoy, Red "A" Buoy, Green No. 2 Buoy, Green No. 3 Buoy and Red "B" Buoy.
- Fairway Landfall Buoy.

#### 11.1 Penalty

If the Fremantle Port Authority or any statutory body lodges a formal complaint with the OA that a boat has failed to keep clear, the Race Committee will score that boat as DSQ without a hearing.

This changes Rule 63.1 (Requirements for a Hearing) and Appendix A 5.1 (Scores determined by the Race Committee)

### 12. Damaging a mark

Any boat damaging a port authority mark shall notify Offshore Race Control immediately and provide a written report to the OA for that race and may be responsible for the cost of its repair.

### 13. Engine running

#### 13.1 Use of engines

Apart from use of engines sanctioned by RRS 1.1 (Helping Those in Danger), and in

any other emergency, engines shall only run for charging batteries. Propellers shall not be allowed to turn by action of the engine while racing.

13.2 Redress involving RRS 1.1 (Helping Those in Danger) Whether or not the propulsion engine was used, if a claim for redress is made, the loss of time shall be supported as a minimum by logged details of course changes, distances, times, etc. The logged details shall be submitted with a formal request.

### 13.3 Avoiding commercial shipping

In the event of avoiding action becoming necessary, a yacht may start its engine and motor to avoid a shipping hazard, on a course perpendicular to its original course for as long as necessary.

A yacht that takes such action shall return to the position where she commenced motoring, cease motoring and resume racing as soon as possible.

The detail of any such action must be reported to the Organising Authority as a formal declaration after finishing.

### 14. Clearing weed from the keel

Weed shall not be cleared from keels, rudders, propellers or any other appendage by crew going into the water whilst the boat is under way.

### 15. The finish

Unless otherwise specified in the SSI's, the finish line shall be a line running approximately north south between:

- a staff located approx. 150 metres east of the South Mole Lighthouse (and displaying an orange flag) and
- FSC Buoy 'B'.

Boats finishing during the hours of darkness shall illuminate their sails when crossing the finish line. Ideally boats shall finish as north along the line as safely practicable to assist the finish team to identify the finisher. If there is any doubt that the finish team has identified the finisher correctly, then boats may use VHF radio to ensure they have been identified correctly.

If the race committee is absent when a boat finishes, boats shall report their finishing time, and their position in relation to nearby boats to the race committee, at the first reasonable opportunity after finishing.

### 16. Penalty system

Will be defined in the SSI for the specific race.

### 17. Hearing requests

Completed forms shall be delivered to a member of the Race Committee within the time limit for each Division, as follows:

- Category 2 and 3 Races - 6 hours after the protesting boat finishes
- Category 4 and below 2 hours after the protesting boat finishes

Hearing request forms are available from the [World Sailing website](#).

## 18. Retirements [DP]

**[DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity and advise the reason for its retirement and its intentions and maintain routine communication until safely in port.**

## 19. Radio Communications

### 19.1 Radio checks - all divisions/categories

On the day of the race and prior to the first warning signal (or at a specified time), each boat shall contact Offshore Race Control to check its radio and confirm the number of persons on board (POB). Failure to demonstrate satisfactory communication shall result in the boat being scored DNS. Offshore Race Control will give each boat a reference number after its satisfactory check-in.

### 19.2 Position reports for Category 2 & 3 races

Position reports by VHF radio on the race channel shall be made daily at the following times starting with the first time after the commencement of the race:

- 0815 hours
- 1615 hours
- 0015 hours

### 19.3 Position reporting procedure ('sched')

- 'Scheds' will be run over VHF radio on the designated race channel at the times indicated above.
- Boats will be called by the Offshore Race Control for position reports in alphabetical order (ie. the 'sched').
- A boat, when called, shall reply with the blocks of figures representing their latitude and longitude (degrees and minutes only) at that time (ie. "32 01 115 38" = 32° 01'S, 115° 38'E).
- Boats failing to answer will be called again at the end of the 'sched'.
- If a boat is unable to contact Offshore Race Control during the 'sched' by VHF radio, she must try to contact another boat in the race by radio to relay their position.
- If this fails, a boat may use a mobile telephone or satellite communications device to call or SMS Offshore Race Control with their Position Report. Then, Offshore Race Control will announce the boat's Rounding Report to the fleet over the VHF radio.
- If a boat fails to make any contact with Offshore Race Control by these means, the boat will be disqualified from that race (DSQ) (section 19.5 below shall not apply).

### 19.4 Rounding reports

- A boat shall report by VHF radio on the designated race channel (ie Rounding Report) to Offshore Race Control shortly after rounding a mark or specific location as per the Race Documents.
- If a boat is unable to make a Rounding Report by VHF radio, the boat must try to contact another boat in the race by VHF radio to relay their

rounding report to Race Control.

- If this fails, a boat may use a mobile telephone or satellite communications device to call or SMS Offshore Race Control with their Rounding Report. Then, Offshore Race Control will announce the boat's Rounding Report to the fleet over the VHF radio.
- If a boat fails to make any contact with Offshore Race Control by these means, the boat will be disqualified from that race (DSQ) (section 19.5 below shall not apply).

#### 19.5 Radio communication penalties

In the case of a boat failing to make a position report by radio (noting a grace period of 20 minutes shall be allowed following the last boat in the radio schedules transmission) the Race Committee shall apply the penalties as follows:

<b>Occurrence</b>	<b>Penalty</b>
1st race that an offence takes place	10% of the score for Did Not Finish in that race
2nd race that an offence takes place	20% of the score for Did Not Finish in that race
3rd and subsequent race(s) that an offence takes place	Did Not Finish without a hearing in that race

The penalty shall be rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not Finish.

A boat shall be penalised once for a race. Offences shall accumulate for all ORWA Series races.

#### 19.6 Lost radio contact

If at any time a boat is unable to contact either Offshore Race Control or the remainder of the fleet, she must use any available alternative means to make contact.

In addition, contact:

- Coast Radio Perth - on HF 4125, 6215 or 8291 kHz or VHF Channel 16 or
- Volunteer Sea Rescue Station - on VHF Channels 16, 73 or local VHF repeater channel.

If contact is made, advise:

- The race you are competing in
- that you have lost radio contact with the fleet
- report your position and other relevant information
- Request they pass this information to Offshore Race Control.
- Continue to work with Coast Radio Perth or a Volunteer Sea Rescue group after each schedule time if you are again unable to establish communications with the fleet, requesting the station to contact Offshore Race Control.



If after missing one schedule and no contact is made with any station during the next two hours, the boat must endeavour to make a visual contact with another vessel to re-establish contact with the fleet as soon as possible. Sail close enough to be identified.

It is of prime importance that a boat should do everything in her power to re-establish contact with Offshore Race Control. This could include using a mobile telephone to call Offshore Race Control, making for the nearest harbour or waiting for a boat behind to catch up.

A search may be initiated if any boat's position and safety cannot be established by any means within three hours of a missed scheduled radio position report. Any costs associated with any searches, may be charged to the boat(s) concerned.

## 20. Trackers

When an Organising Authority provides satellite tracking devices to competitors (eg. YB Trackers), these shall be fitted as instructed and left turned on for the duration of the race. Every effort shall be made to ensure that the tracking devices function as intended.

Should a tracking device stop functioning the Race Committee may require additional position reports.

### 20.1 Lost tracking units

Any boat failing to return a tracking unit to the Organising Authority by the due date and in good working order will be liable for all charges incurred. This may include the cost to either replace or repair the unit.

## 21. Risk statement

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

### 21.1 Warning

Attention is drawn to Rule 3 in the Racing Rules of Sailing which states that "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

The risks involved in this activity are heightened by:

- Adverse weather conditions
- Inadequate training
- Fatigue
- Inexperience

- Failure to maintain the boat
- Failure to supply and use the recommended safety equipment
- Failure to observe the Rules, Regulations and Instructions.

This warning is given as a risk warning pursuant to Section 51 of the Civil Liability Act 2002 (as amended). Having given this risk warning, the Organising Authority will not be held liable for any personal injury or death, however it may occur.

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## Racing Rules of Sailing - Appendix WP

### Rules for Waypoints

[https://www.sailing.org/tools/documents/AppendixWPRulesforWaypoints-May2021-\[27276\].pdf](https://www.sailing.org/tools/documents/AppendixWPRulesforWaypoints-May2021-[27276].pdf)

#### WP1 CHANGES TO THE DEFINITIONS

##### WP1.1 The definition Mark is changed to:

Mark An object or waypoint the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.

##### WP1.2 Add new definition Waypoint:

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

##### WP1.3 The definition Zone is changed to:

Zone The area around a mark within a distance of three hull lengths of the boat nearer to it. The area of the zone at a mark that is a waypoint may be changed in the notice of race or sailing instructions. A boat is in the zone when any part of her hull is in the zone.



**Visit our website, [oceanracingwa.com.au](http://oceanracingwa.com.au)  
for further competitor information.**

# Ocean Racing WA Recommendations

## DOUBLE HANDED CREW EXPERIENCE

The following guidelines to assist Organising Authorities in accepting entries for boats sailing with two crew or for Double Handed events. An OA may request proof of the following prior to accepting a boats entry in a race.

In addition to the Special Regulations it is recommended that both crew:

1. be capable of operating the boat's radios.
2. be capable of using a GPS and plotting positions.
3. have a sea sickness remedy that is effective for them.
4. have extensive sailing experience.
5. have completed at least two double handed Cat 3 races prior to entering a Category 2 event.
6. be minimum age 18.
7. be able to demonstrate compliance with any of the special regulations, for example 4.26.1.
8. at least one person shall have a valid Provide First Aid Certificate or equivalent.

**It is recommended that both crew carry a personal AIS and/or PLB.**

Double Handed Boats attention is also drawn to the following NOR items:

- Life Jacket's to be worn on deck (NOR 15)
- The boat must be fitted with a working automatic pilot (NOR 5.10) for category 2 and 3 races. For category 4 races, autohelms are recommended.



# Appendix A - Marks

ORWA offshore racing series  
2022 – 23 season - Perth, Australia

[NP] A reasonable approximation of the location of marks of the course is provided below.

Important note on mark coordinates

The coordinates for the marks below are reasonable approximations as per navigational charts.

Some marks maybe pylons or spits and thus should be located in accordance with the charts. Buoys, spars and other floating marks that are anchored, may move as a result of vessel contact, wind, tide, etc. Their location therefore may 'vary' over time.

Therefore, in sailing the course as per RRS 28 (Sail the Course), attention is drawn to SI section 10 (Missing Mark) and the definition of a 'missing mark'.

NAVIGATION MARKS	POSITION	
<b>GAGE ROADS</b>		
11 METRE BANK ISOLATED DANGER MARK	32° 03.243'S	115° 40.685'E
CENTAUR REEF SOUTH CARDINAL MARK	31° 52.730'S	115° 43.006'E
EASTERN SOUTH PASSAGE TRANSIT BEACON	32° 01.158'S	115° 37.671'E
FAIRWAY LANDFALL BUOY	31° 57.167'S	115° 38.843'E
HALL BANK BEACON	32° 01.845'S	115° 42.734'E
KINGSTON REEFS NORTH CARDINAL BUOY	31° 58.851'S	115° 33.980'E
WESTERN SOUTH PASSAGE TRANSIT BEACON	32° 01.288'S	115° 37.101'E

<b>GAGE ROADS DEEPWATER CHANNEL</b>		
RED "A" BUOY	31° 59.004'S	115° 41.687'E

<b>COCKBURN SOUND CHANNEL</b>		
GREEN No. 1 CHANNEL MARKER	32° 3.683'S	115° 41.182'E
GREEN No. 2 CHANNEL MARKER	32° 4.265'S	115° 41.318'E
GREEN No. 3 CHANNEL MARKER	32° 4.640'S	115° 41.403'E
GREEN No. 4 CHANNEL MARKER	32° 5.016'S	115° 41.490'E

<b>COCKBURN SOUND CHANNEL</b>		
GREEN No. 5 CHANNEL MARKER	32° 5.401'S	115° 41.579'E
GREEN No. 6 CHANNEL MARKER	32° 5.759'S	115° 41.656'E
GREEN No. 7 CHANNEL MARKER	32° 6.105'S	115° 41.717'E
GREEN No. 8 CHANNEL MARKER	32° 6.752'S	115° 41.872'E
GREEN No. 9 CHANNEL MARKER	32° 07.120'S	115° 41.966'E
GREEN No. 10 CHANNEL MARKER	32° 07.455'S	115° 42.038'E
GREEN No. 11 CHANNEL MARKER	32° 07.791'S	115° 42.120'E
GREEN No. 12 CHANNEL MARKER	32° 08.160'S	115° 42.185'E
RED "A" CHANNEL MARKER	32° 3.663'S	115° 41.307'E
RED "B" CHANNEL MARKER	32° 04.255'S	115° 41.423'E
RED "C" CHANNEL MARKER	32° 04.622'S	115° 41.507'E
RED "D" CHANNEL MARKER	32° 04.996'S	115° 41.590'E
RED "E" CHANNEL MARKER	32° 05.743'S	115° 41.759'E
RED "G" CHANNEL MARKER	32° 06.107'S	115° 41.864'E
RED "H" CHANNEL MARKER	32° 06.730'S	115° 42.996'E
RED "J" CHANNEL MARKER	32° 07.103'S	115° 42.064'E
RED "K" CHANNEL MARKER	32° 07.424'S	115° 42.138'E
RED "L" CHANNEL MARKER	32° 07.780'S	115° 42.219'E
RED "M" CHANNEL MARKER	32° 08.141'S	115° 42.314'E
<b>FREMANTLE HARBOUR ENTRANCE</b>		
GREEN No. 1 HARBOUR ENTRANCE BUOY	32° 3.422'S	115° 43.052'E
RED "A" HARBOUR ENTRANCE BUOY	32° 3.314'S	115° 43.033'E
<b>COCKBURN SOUND</b>		
EASTERN CHALLENGER PASSAGE LEAD BEACON	32° 08.731'S	115° 40.254'E
OUTER PORT BUOY, CHALLENGER PASSAGE	32° 07.307'S	115° 38.941'E
OUTER STARBOARD BUOY, CHALLENGER PASSAGE	32° 08.325'S	115° 38.780'E

(continued over)

## Position and Description of Marks (continued)

<b>COASTAL</b>		
ARMSTRONG POINT EXCLUSION MARK NE	32° 58.879'S	115° 30.69'E
ARMSTRONG POINT EXCLUSION MARK NW	32° 59.170'S	115° 29.960'E
BURNELL BUOY	32° 01.403'S	115° 44.299'E
CAMPBELL BUOY	31° 59.207'S	115° 44.3'E
CAPE VLAMINGH EXCLUSION MARK NW	32° 00.986'S	115° 26.381'E
CAPE VLAMINGH EXCLUSION MARK SE	32° 02.017'S	115° 27.417'E
CAPE VLAMINGH EXCLUSION MARK SW	32° 01.911'S	115° 26.381'E
FSC BUOY "B"	32° 0.520'S	115° 44.069'E
PARKER POINT EXCLUSION MARK SE	32° 01.949'S	115° 31.497'E
STANTON BUOY (yellow buoy)	32° 3.301'S	115° 39.498'E
SWANBOURNE EXCLUSION MARK SW	31° 58.901'S	115° 43.354'E
SWANBOURNE EXCLUSION MARK NW	31° 56.548'S	115° 43.349'E

Offshore Racing Western Australia  
**Offshore Rounding Marks**  
 Hillarys to Rockingham

NOT INTENDED FOR NAVIGATION



Source Information - Transport, W.A. Nautical Chart WA001

**MARKS AND MAP**



# Dolphin Race

SHORT HAUL

Organising Authority: Royal Freshwater Bay Yacht Club

Date: Saturday 26 November 2022

SISKA

Warning Signal: Double Handed 0925  
Division 2 0940  
Division 1 0955

CORINTHIAN

Start Area: Boat start, Fremantle.

Distance: Approximately 25 nautical miles

Safety: Category 4

Trophies: IRC & PHS

ORWA Series: ORWA Siska Series and Short Haul Series.

Club Series: Rockingham Race Regatta and 46th Farrawa Cup Series

Individual Race Fee: \$100

Entry Close: 1700 Monday 21 November 2022

COURSE		
START		
DAY BUOY		
(COCKBURN SOUND CHANNEL) RED "B" CHANNEL MARKER	PORT	
GATE: (COCKBURN SOUND CHANNEL) RED "J" CHANNEL MARKER	PORT	
GATE: (COCKBURN SOUND CHANNEL) GREEN No. 10 CHANNEL MARKER	STARBOARD	
GREEN No. 11 CHANNEL MARKER	STARBOARD	
EASTERN CHALLENGER PASSAGE LEAD BEACON	PORT	
JERVOISE BAY NORTH CARDINAL MARK	STARBOARD	
TCYC CLUB BUOY "Y" (PVC PIPE)	PORT	
*JAMES POINT BUOY (YELLOW)	PORT	*OMIT FOR SHORT COURSE
PASS: SOUTHERN FLATS EAST CARDINAL MARK	STARBOARD	
TCYC CLUB BUOY "E" (PVC PIPE)	STARBOARD	
TCYC CLUB BUOY "Q" (PVC PIPE)	STARBOARD	
TCYC FINISH LINE		SEE NOTE

**\* Note 1:**

When Code Flag 'S' is displayed with the warning signal of the relevant class, omit the mark of the course indicated by an asterisk (\*).

**DOLPHIN RACE FINISH LINE**

The TCYC Finish Line is between the staff at the finishing box above the TCYC Clubhouse and the white PVC spar buoy approximately 60 meters N.W. of the TCYC jetty.

**RACE CONTROL**

FSC Radio Room, 9435 8855 (pre-race)  
TCYC Radio Room, 9527 5468

**EMAIL**

offshore@rfbyc.asn.au

**RACE ADMINISTRATOR**

9286 8200

# Gordon Craig Ocean Race

Organising Authority: Royal Freshwater Bay Yacht Club

Date: Sunday 27 November 2022

Warning Signal: As soon as practicable after the windward/leeward racing for the Rockingham Race Regatta and not before midday.  
Starting in the following order at 5 minute intervals:  
Double Handed  
Division 2  
Division 1

Start Area: Boat start, Rockingham

Distance: Approximately 22 nautical miles

Safety: Category 4

Trophies: IRC & PHS

Club Series: Rockingham Race Regatta and 46th Farrawa Cup Series

Individual Race Fee: \$100

Entry Close: 1700 Monday 21 November 2022

COURSE		
START		
DAY BUOY		
TCYC CLUB BUOY "E" (PVC PIPE)		STARBOARD
TCYC CLUB BUOY "Q" (PVC PIPE)		STARBOARD
TCYC CLUB BUOY "I" (PVC PIPE)		STARBOARD
JERVOISE BAY NORTH CARDNIAL MARK		PORT
(COCKBURN SOUND CHANNEL) SOUTH TRANSIT BEACON (REAR)		STARBOARD
GATE: (COCKBURN SOUND CHANNEL) GREEN No. 10 CHANNEL MARKER		PORT
GATE: (COCKBURN SOUND CHANNEL) RED "J" CHANNEL MARKER		STARBOARD
(COCKBURN SOUND CHANNEL) RED "B" CHANNEL MARKER		STARBOARD
SOUTH MOLE FINISH		

**RACE CONTROL**

**EMAIL**

**RACE ADMINISTRATOR**

**FSC Radio Room, 9435 8855**

**offshore@rfbyc.asn.au**

**9286 8200**

### *Race History*

*Dolphin Race and Gordon Craig Ocean Race*

*The first race for the Gordon Craig took place in 1949 and the Dolphin Race in 1953.*

*Over the last 60 years these races have been made up of a number of different course formats from windward/leeward racing to short & long passage races. However in the last few years the course has taken yachts from Fremantle to Rockingham for an overnight stay at TCYC and then Rockingham back to Fremantle on the Sunday.*