

Notice of Race

Abbreviations / definitions

The following abbreviations/definitions (in addition to the terminology used in the RRS) will apply.

Term/abbreviation	Meaning
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/harm or risk of damage/harm to people, property, and/or the OA or ORWA (including a Near Miss)
IRC	International Rating Certificate
Listening Watch	a continuous monitoring of all radio communications whilst participating in a race, including travel to and from safe harbour
Near Miss	an Incident where no damage or harm occurred
OA	Organising Authority (RRS 89.1)
Offshore Race Control	radio callsign and collectively, the group of people that provide communications during racing
ORWA	Ocean Racing WA
Person in Charge	as defined in RRS 46 AS prescription
POB	persons on board
Race Channel(s)	the VHF radio channel(s) used for communication with Offshore Race Control
Race Documents	the Notice of Race, the Sailing Instructions and any Supplementary Sailing Instructions as issued by the Race Committee
Race Notice Board	the online location (www.oceanracingwa.com.au/competitor-information/race-noticeboard/) where all written race notices are published
RC	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 (with Australian prescriptions)
SI & SSI	Sailing Instructions & Supplementary Sailing Instructions, respectively
TopYacht	online tool used by ORWA for online entrant and results management

1. Race/series schedule

An invitation is extended to owners of eligible boats to enter the 2023 - 24 races and series as detailed in the ORWA Calendar (www.oceanracingwa.com.au/competitor-information/season-calendar/). This Notice of Race is issued by the respective Organising Authority/s for each race in the offshore racing calendar for 2023 - 24:

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

2. Divisions/classes

Once the series entries have closed (section 5.2), ORWA will allocate boats to Division/classes for the season.

3. Rules

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

1. **The Racing Rules of Sailing** (with Australian Sailing prescriptions) – amended as follows:
 - **RRS 40.2** (Basic rule) – is amended to include (c) double handed sailors. For the avoidance of doubt, Rule 40.1 applies to the double handed division whilst on deck.
 - **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 are not available to all boats.
 - **RRS 51** (Moveable ballast) – is amended as follows: boats with Moveable 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 onboard 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”).
 - **RRS A5.3** (Scoring) – will apply to all race scores for each series. (See section 12 below)
2. **Special Regulations Part 1 for Racing Boats** (Keelboats) published by Australian Sailing – amended as follows:
 - **ASSR 3.25.1** – add (d) A 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 transceiver’s operability shall be tested annually with a suitable station: for HF over 90nm and for VHF over 20nm away.
 - **ASSR 4.22** Pyrotechnics (Flare) - add 2 Red Parachute flares to Category 4.
 - **IRC Rule 2023** (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 (as applicable for a specific race), of area not greater than rated SPA, without an increase in rating.
3. **Waypoints** - where waypoints are designated as part of a course, RRS Appendix WP shall apply.
 4. **PHS Handicap** - guidelines listed under ORWA PHS Handicap Registration Application are available on the ORWA website (www.oceanracingwa.com.au/competitor-information/phs-handicap/).
 5. **Arbitration** - Appendix T of the Racing Rules of Sailing applies.

4. Race documents

The race documents that apply to all races are:

- **Notice of Race** (NoR) (this document) – deemed to be issued by the OA on July 1, 2023
- **Sailing instructions** (SI) – deemed to be published by the Race Committee on July 1, 2023
- **Supplementary Sailing instructions** (SSI) – deemed to be published by the Race Committee.

These documents shall be read and interpreted together. However, where there are any inconsistencies, errors or omissions, the Supplementary Sailing Instructions shall take precedence.

5. Eligibility & entry

5.1 Eligibility

Notwithstanding the requirements of the online entry form, to be eligible to enter a race:

- **Boat** –shall be of monohull construction that complies 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 Person in Charge
- **Person in Charge** -shall be a member of a Club affiliated to Australian Sailing, be an ORWA member and have an Australian Sailing number, or, if an international competitor, a member of club affiliated to a World Sailing recognised Member National Authority.
- **Crew** - all persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid sail Pass, or if an international competitor, be a member of club affiliated to a World Sailing recognised Member National Authority.

- **Double Handed** (ie. when there is only two persons onboard for a race, or the boat is a Double Handed entry):
 - The boat shall be fitted with an automatic helming capability in working condition; and,
 - The Organising Authority may request that the crew entered provide CVs of their experience.

5.2 Entry

Eligible boats may enter a series/race by completing the online entry form (www.oceanracingwa.com.au/competitor-information/race-entry/) and submitting it, together with the required fee as set by the OA, before the following deadline:

	Series entry deadline	Race entry deadline (No later than*)
Short Haul	October 31, 2023	1700hrs, Monday before the race (eg. 4 days for a Saturday race)
Blue Water	October 31, 2023	1700hrs, second Friday before the race (eg. 7days for a Saturday race)
Corinthian	October 31, 2023	As per the relevant series
Siska	October 31, 2023	As per the relevant series

*OA's may set earlier deadlines at their absolute discretion.

The online entry includes completion in full of the TopYacht profile (www.oceanracingwa.com.au/competitor-information/race-entry/) including, but not limited to:

- Valid IRC certificate (if racing in the IRC division, by the Race entry deadline detailed above, a boat shall designate the applicable rating that shall be used for scoring for that race)
- 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

The Race Committee may require additional information be provided to accept a boats entry. Entry eligibility is always at the absolute discretion of the Race Committee up until the Warning signal. Late entries may be accepted at the absolute discretion of the Organising Authority.

6. Handicap & rating system

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

- **PHS** – assessed according to PHS handicap system administered by ORWA.
- **IRC** – assessed according to the rating on the IRC certificate that is uploaded in TopYacht as part of an eligible race entry.
- **Corinthian** - A boat is eligible to enter as a Corinthian if all crew meet the World Sailing Sailor Classification for Group 1, as well as the following requirements - no crew member (including owner) shall sail on the boat, if:

- they are paid to sail on the boat, or
- 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.

7. Crew limitations

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

8. 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.

9. Media rights & 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.

10. Equipment inspection / measurement checks

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.

11. Courses

11.1 Location

The courses are generally set off the coast of Metropolitan Perth including Gage Roads, Cockburn Sound. The Blue Water racecourses 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 for the race/event.

11.2 Marks/waypoints

The marks that may be used (including their coordinates) are provided in Appendix A. Additional marks/waypoints etc if required shall be detailed in the SSIs.

12. Scoring

12.1 Race scoring

The scoring system for ORWA races and events shall be as per RRS Appendix A; Rule A5.3 shall apply.

12.2 Series constitution

Only ORWA Ordinary and Casual Members are eligible for ORWA series point scores except for the WA IRC states – the OA shall define the entry requirements.

The number of races excluded from a series score (ie. drops) and the number of races that constitutes a series) are defined as follows:

- **Short Haul series** (IRC and Corinthian) - a maximum of nine races. When six or more races have been held there will be one discard. When eight races have been held there will be two discards. A minimum of six completed races will constitute a series.
- **Bluewater series** (IRC and Corinthian) - a maximum of four races. When three or more races have been held there will be one discard. A minimum of two completed races will constitute a series.
- **Siska series** (IRC) - a combination of the short Haul Races and Bluewater Races. A boat's series score will be the combination of her short Haul series and Bluewater series race scores excluding her discards from the Bluewater series and discards from the Short Haul series. A maximum of thirteen races, with four discards (ie. three short Haul and one Blue Water) will constitute a series.
- **Corinthian series** (PHS) - a combination of the Short Haul Races and Bluewater Races. A boat's series score will be the combination of her Short Haul series and Bluewater series race scores excluding her worst score(s) from the Bluewater series and three worst scores from the Short Haul series. A maximum of thirteen races with up to four discards (ie. three Short Haul and one Bluewater) will constitute a series.
- **WA IRC state championships** - as determined by the OA.

Summary table of the above:

Series	Max/min number of races	Discards for series	Discards for Siska series
Short Haul (IRC & Corinthian)	9/6	2	3
Bluewater (IRC & Corinthian)	4/2	1	1
Siska (IRC) & Corinthian (PHS)	13/8	-	4 total, being: 3 from Short Haul plus 1 from Bluewater
IRC states	as determined by the OA.		

13. Race notice board

The online race notice board for all races is the ORWA race noticeboard (www.oceanracingwa.com.au/competitor-information/race-noticeboard/).

14. Incident reporting

14.1 Incidents

Boats shall inform Offshore Race Control or the Race Officer of incidents as soon as reasonably possible.

14.2 Man overboard (MOB)

MOB incidents shall be reported immediately to Offshore Race Control by VHF radio on the Race Channel(s), and if not possible, by any other means.

14.3 Reporting

When any of the following occurs whilst a yacht is being prepared, travelling to and from the racecourse or whilst racing, a written incident report shall be submitted to the Race Officer as soon as reasonably practical:

- Injury that required professional medical attention
- Contact between boats
- Grounding, structural failure, and the like
- MOB
- Failure of the OA's management systems that resulted in a materially worse outcome.
- Where outside assistance is required (eg. sea Rescue, other boats, 3rd Party)
- Activation of an EPIRB, PLB or AIS MOB device, accidental or otherwise
- A Near Miss of any of the above

15. Risk statement

Boats 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 all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

16. 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.

Appendix A - Marks

[NP] Important note on mark coordinates

The coordinates for the marks are reasonable approximations as per navigational charts. Static navigational marks like pylons and spits are consistent with their charted position. Floating marks are not static and will rotate around their moorings, or indeed their moorings can move, or be simply missing. Therefore, attention is drawn to SI section 11 (Missing Mark) and especially the definition of a missing mark.

Area	Mark	Coordinates
Gage Roads	Centaur Reef South cardinal mark	31 52.730s 115 43.006e
	Eastern South Passage transit beacon	32 01.161s 115 37.671e
	Eleven metre bank isolated danger mark	32 03.243s 115 40.685e
	Fairway landfall buoy	31 57.154s 115 38.834e
	Hall Bank beacon	32 01.840s 115 42.729e
	Kingston Reefs North cardinal buoy	31 58.850s 115 33.977e
	Red A buoy	31 59.007s 115 41.692e
	Western South Passage transit beacon	32 01.287s 115 37.104e
South of Fremantle to Cockburn Sound	Green no. 1 channel marker	32 03.683s 115 41.182e
	Green no. 2 channel marker	32 04.265s 115 41.318e
	Green no. 3 channel marker	32 04.640s 115 41.403e
	Green no. 4 channel marker	32 05.016s 115 41.490e
	Green no. 5 channel marker	32 05.401s 115 41.579e
	Green no. 6 channel marker	32 05.759s 115 41.656e
	Green no. 7 channel marker	32 06.105s 115 41.717e
	Green no. 8 channel marker	32 06.752s 115 41.872e
	Green no. 9 channel marker	32 07.120s 115 41.966e
	Green no. 10 channel marker	32 07.455s 115 42.038e
	Green no. 11 channel marker	32 07.791s 115 42.120e
	Green no. 12 channel marker	32 08.160s 115 42.185e
	Red A channel marker	32 03.663s 115 41.307e
	Red B channel marker	32 04.255s 115 41.423e
	Red C channel marker	32 04.622s 115 41.507e
	Red D channel marker	32 04.996s 115 41.590e
	Red E channel marker	32 05.379s 115 41.677e
Red F channel marker	32 05.743s 115 41.758e	
Red G channel marker	32 06.107s 115 41.864e	

Area	Mark	Coordinates
South of Fremantle to Cockburn Sound	Red H channel marker	32 06.728s 115 41.996e
	Red J channel marker	32 07.103s 115 42.064e
	Red K channel marker	32 07.424s 115 42.138e
	Red L channel marker	32 07.780s 115 42.219e
	Red M channel marker	32 08.141s 115 42.314e
Fremantle Harbour	Green no. 1 harbour entrance buoy	32 03.442s 115 43.051e
	Red A harbour entrance buoy	32 03.314s 115 43.033e
Challenger Passage	Eastern Challenger Passage lead beacon	32 08.729s 115 40.258e
	Challenger Passage outer port buoy	32 08.303s 115 38.936e
	Challenger Passage outer starboard buoy	32 08.323s 115 38.776e
Other	Armstrong Point exclusion mark NE	31 58.877s 115 30.691e
	Armstrong Point exclusion mark NW	31 59.171s 115 29.958e
	Burnell buoy	32 01.402s 115 44.298e
	Campbell buoy	31 59.207s 115 44.300e
	Cape Vlamingh exclusion mark NW	32 00.990s 115 26.379e
	Cape Vlamingh exclusion mark SE	32 02.011s 115 27.410e
	Cape Vlamingh exclusion mark SW	32 01.910s 115 26.376e
	FSC buoy B	32 03.521s 115 44.071e
	Parker Point exclusion mark SE	32 01.671s 115 31.948e
	Parker Point exclusion mark SW	32 01.947s 115 31.500e
	Stanton buoy	32 03.296s 115 39.500e
	Swanbourne exclusion mark NW	31 56.548s 115 43.349e
	Swanbourne exclusion mark SW	31 58.901s 115 43.354e



Sailing Instructions

1. Rules

All races/events are governed by the rules as defined in section 3 of the NoR, as well as the following:

- **RRS 29.2** (General recall) and Race Signals (inside front cover) – amend this rule, as per section 10.3 below
- **RRS 34** (Missing mark) – replace this rule, as per section 11 below
- **RRS 60.1(a)** (Right to protest) – amend 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

2. Supplementary sailing instructions (SSI's)

Supplementary Sailing Instructions (SSI) for each race may be issued by the OA and will take precedence over all other Race Documents where there is a discrepancy, error or omission.

3. Code of conduct

[DP] Competitors, boat owners and support persons shall always:

- act ethically and inclusively,
- conduct themselves with good manners, good sportsmanship
- not bring the sport into disrepute, and
- comply with reasonable requests from race officials

4. Changes to sailing instructions

Any changes to sailing instructions will be posted:

- **Before 1800hrs the day before the race** - Owners will be notified by email, or
- **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 Race Channel (or given orally by any other means). (as per RRS 90.2(c))

5. Notices

Notices to competitors will be posted on the official race noticeboard located at www.oceanracingwa.com.au/competitor-information/race-noticeboard/

6. Race & events' schedule

Race and Event details are provided in the Notice of Race.

7. Class flags

Class flags (for each Divisions) shall be displayed from a boat so that they are clearly visible, as follows:

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

8. Courses & marks

If not already specified in the NoR, the course(s) and marks will be designated in the SSI.

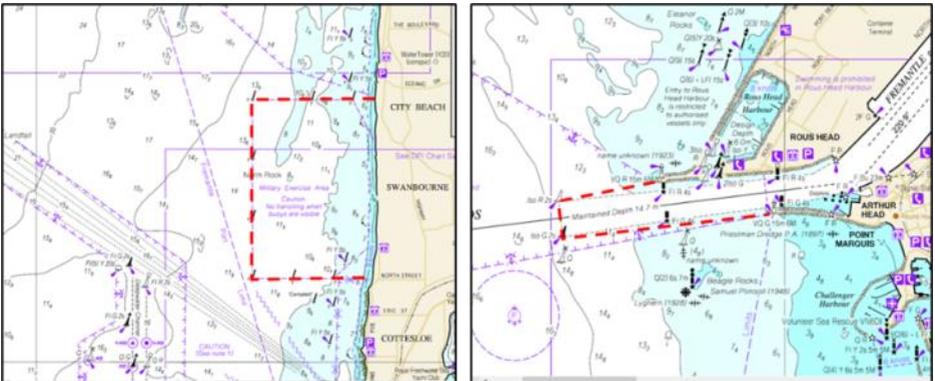
If there are multiple courses, no later than the warning signal, the Race Committee shall designate the course with the appropriate numeral pennant.

Courses may be shortened in accordance with RRS 32.

9. Obstructions

The following areas (indicated as dotted red lines in the diagrams below) are designated as 'obstructions' and shall not be entered:

- **Swanbourne Military Exercise Area** - a line joining the 'Swanbourne exclusion zone buoy (NW)' and 'Swanbourne exclusion zone buoy (SW)', and the shore due east of these points.
- **Fremantle Harbour entrance** - a line joining North Mole and Red "A" harbour entrance buoy, 'Green No. 1 harbour entrance buoy' and South Mole.



10. The start

[DP] The starting line will be in the vicinity of Hall Bank Beacon.

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

The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end and the course side of the port end starting mark.

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

Except for a heavy weather start, 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, A5.2 and A5.3.

10.1 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.

10.2 'Day buoy'

Where a day buoy is listed in the course, it will be placed approximately one nautical mile to windward of the Start Line. Prior to the Warning Signal, the Race Committee Boat will display a flag to designate the side that the day buoy shall be left:

- **Red** - left to Port
- **Green** – left to Starboard

10.3 General recall

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.

10.4 Heavy weather start (option)

If a 'Heavy Weather Start' is designated in the SSI's, the start crew will start the race at the South Mole finish location. Note – a 'heavy weather start' may be designated by the OA for reasons other than actual heavy weather. For example, if a start boat was not available, or the required quantity of volunteers is not available to safely conduct an on-water start.

10.4.1 Start time

Boats shall have 20 minutes to cross the start line following the start signal. This changes RRS 26. The 20-minute window of time is provided specifically so that boats can cross the line in an orderly, appropriately 'staggered' fashion while respecting each other's sea room.

11. Missing mark

Should a mark of the course be missing (*defined* as being more than 100m from the coordinates listed in NoR Appendix A and/or SSI's), competitors shall leave the defined coordinates of that mark to the side designated in the course, and it shall be treated as a 'waypoint'. A declaration from the skipper and evidence from the boats primary navigational system may be required as proof that the coordinates have been passed correctly.

This replaces RRS 34 (Missing Mark).

12. 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

12.1 Penalty [NP][DP]

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 may impose a penalty up to and including DSQ.

13. Damaging a mark

Any boat damaging a mark shall notify Offshore Race Control immediately and provide a written report to the OA at the first reasonable opportunity (Note – the boat may be responsible for the cost of its repair).

14. Engine running

14.1 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.

14.2 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.

14.3 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 at the first reasonable opportunity.

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 Mark B (passed to starboard).

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 (on the Race Channel) to ensure they have been identified correctly.

If the Race Committee is absent when a boat finishes, boats shall report their finishing time (GPS time or equivalent), and their position in relation to nearby boats to the Race Committee, at the first reasonable opportunity.

16. Electronic communications [NP]

The following is a summary of electronic communications whilst on the water:

	Ref	Cat 2	Cat 3	Cat 3+	Cat 4	Cat 5
Race Channel		VHF 72, unless amended in the SSI's				
Check In	17.1	Race Channel				
Listening watch	17.1	VHF 16 & Race Channel(s)				
Rounding report	17.1	As designated in the SSI (if any)				
SKED	17.2	TXT via satellite device or mobile phone.			Not required	

16.1 VHF radio

The following will be undertaken using VHF radio on the Race Channel(s):

- **Broadcasts to competitors** - on the water, the Race Committee intends to monitor and communicate with boats on the Race Channel.
- **Listening watch** - all boats shall maintain a Listening Watch on VHF Channel 16 as well as the Race Channel.
- **Pre-race check in** - prior to the first warning signal, each boat shall contact Offshore Race Control on the designated Race Channel:
 - **Boat** – state the boat’s name and confirm the number of persons on board (POB); and,
 - **Offshore Race Control** – provide each boat with an individual reference number. Failure to check in shall result in the boat being scored DNS.
- **Rounding report(s)** - if designated in the SSI:
 - report to Offshore Race Control at the first reasonable opportunity after rounding or passing a mark or specific location.
 - If unable to make the report by VHF, the boat shall (in order of precedence):
 - contact another competitor by VHF radio to relay the Rounding Report to Offshore Race Control, or
 - contact Offshore Race Control by mobile telephone or satellite device, who will then broadcast the report to all boats.
 - If a boat fails to make a rounding report on the designated channel or relayed to Offshore Race Control via another boat, the Race Committee may impose a penalty up to and including DSQ.

16.2 Satellite device (or mobile phone)

16.2.1 Position report schedule

If designated in the SSI’s, Scheduled Position Reporting shall be carried out daily for the duration of the race at:

- **0900hrs** (± 10 minutes); and
- **2100hrs** (± 10 minutes).

16.2.2 Report by TXT

The report shall be a TXT message to the SKED number (eg. for boat named ‘Airborne’):

- “Airborne OK”
- Race Control will reply “Airborne logged, please reply with ‘Copy’”
- Airborne replies “Copy”

If unable to make the report by satellite device or mobile phone, the boat shall (in order of precedence):

- contact another competitor by VHF radio, and they shall relay that information to Offshore Race Control via TXT that the calling boat is OK
- contact Offshore Race Control by mobile telephone or satellite phone (voice call)

16.2.3 Scheduled position report penalties

The overall objective is that Offshore Race Control achieves and maintains regular contact with yachts and vice versa. However, it is acknowledged that some boats may have difficulties getting their SKED message through. As such Offshore Race Control will accept messages outside, but as close as reasonably possible to the times detailed above without penalty. Offshore Race Control will endeavour to do everything reasonably possible to assist inside and outside of the prescribed SKED times.

Failure to communicate in accordance with this section without reasonable cause may result in the imposition of a penalty, applied at the discretion of the Race Committee having regard to the circumstances, as follows:

Position Report missed (Cumulative over the season)	Penalty Imposed (cumulative)
1st Sked missed	No penalty imposed
2nd Sked missed	20 minutes added to elapsed time
Each successive sked missed*	40 minutes added to elapsed time

*a boat that misses 3 SKED reports (cumulative over a season) without reasonable cause would receive a time penalty of 60 minutes added to the boat's elapsed time and so on.

16.2.4 Lost contact

If at any time a boat is unable to contact either Offshore Race Control or another boat, she must use any available alternative means to contact Offshore Race Control or any other Race Contacts as per the SSI's.

If contact with Offshore Race Control of other boats is unable to be made, then 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.

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.

16.3 Trackers

When an Organising Authority provides satellite tracking devices to boats (eg. YB Trackers), these shall be fitted as instructed and left turned on for the duration of the race and/or safely returned to harbour. Every effort shall be made by the competitor to ensure that the tracking device functions as intended.

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

16.3.1 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.

17. Hearing requests

Completed forms shall be delivered to a member of the Race Committee within the time limit, 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

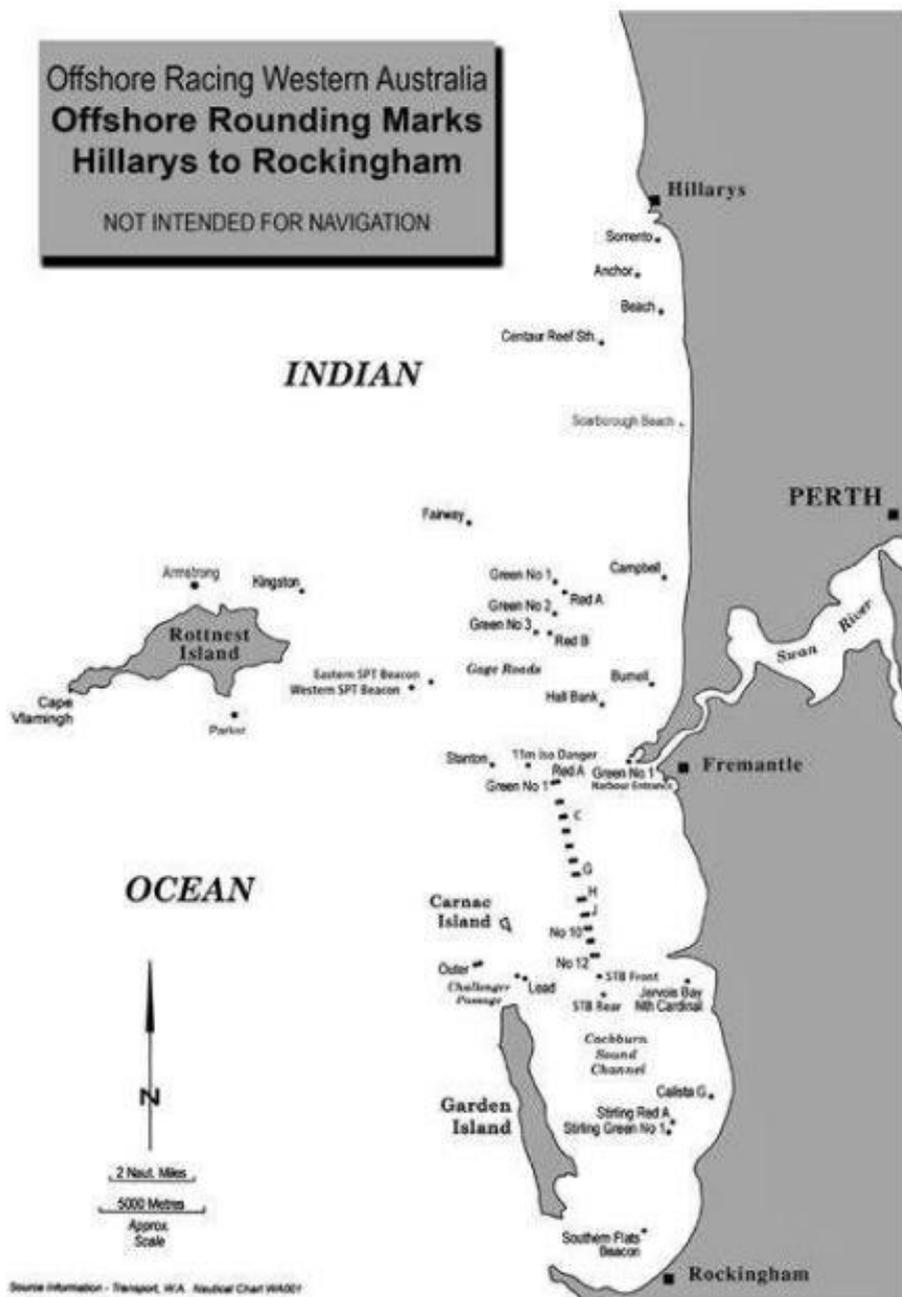
Hearing request forms are available from the Race Notice Board.

17. Retirements [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.

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

Roland Smith Ocean Race

SHORT HAUL

Organising Authority:	Royal Freshwater Bay Yacht Club	SISKA
Date:	Saturday 20 April 2024	CORINTHIAN
Warning Signal:	Double Handed & Division 2	0900
	Division 1	0905
Distance	Course(s) 40 ~45 nautical miles	
Safety	Category 4 (Clarification 4.18.1(b) an EPIRB shall be carried)	
Recommendation:	ASSR for life jackets 5.01.1(d) (III) A crotch strap or thigh strap fitted	
Trophies	IRC & PHS	
Series	ORWA, 47th Farrawa Cup Series	
Entry Fee	\$100	
Entry Close	1700 on Monday 15 April 2024	

ROLAND SMNITH OCEAN RACE - RFBYC

Race History

Named in honour of Roland Smith, Commodore of RFBYC from 1932 to 1935 and again from 1940 to 1942. In 1934 he was involved in the successful negotiation with the State Governor Sir James Mitchell, to approve the use of the prefix 'Royal' by the Freshwater Bay Yacht Club. He was both a yachtsman and a launch owner. In 1942 he was appointed commanding officer of HMAS Leeuwin II. This was the Naval Auxiliary Patrol unit based at RFBYC during World War II. On his power yacht "Pollyanna" he chartered much of Rottnest Island, providing safe passage for other mariners and there is a memorial for him near Narrowneck, the Roland Smith Monument. He was a long serving member of the island's board of control and contributed much to the volunteer reforestation work until his death in 1972.

The Roland Smith Ocean Race returned to the racing calendar in 2015 as an 80 nautical mile Blue Water event which included an element of Rottnest Island in honour of the connection he had with the island. The course took the fleet as far south as Mandurah and returned to Perth after rounding the West End of Rottnest.

After requests from the competitors to lessen the safety requirements over the ocean racing season, in the 2019-2020 year the race became a coastal day race. Similar to the original race which was an inshore day race which finished in Rockingham.