

6. Notice of Race

6.1. Abbreviations/definitions

Term/abbreviation	Meaning
AS	Australian Sailing
ASSR	Australian Sailing Special Regulations
Incident	<p>any event that occurs whilst a yacht is being prepared, travelling to and from the racecourse or whilst racing where there is any damage/harm or risk of damage/harm to people, property (including a Near Miss), including but not limited to:</p> <ul style="list-style-type: none"> • Injury that required professional medical attention • Contact between boats • Grounding, structural failure, collision, fire, explosion, etc • MOB • 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
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
MOB	man overboard
Near Miss	a potential Incident where no damage or harm occurred
OA	<p>Organising Authority (RRS 89.1):</p> <ul style="list-style-type: none"> • 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)
Offshore Race Control	radio callsign and collectively, the group of people that provide communications while on the water
ORWA	Ocean Racing WA
Person in Charge	as defined in RRS 46 AS prescription
POB	persons on board

Term/abbreviation	Meaning
Race Channel(s)	the VHF radio channel(s) used for communication with Offshore Race Control is channel 72
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 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)
SKED	scheduled position report
SI & SSI	Sailing Instructions & Supplementary Sailing Instructions, respectively
TopYacht	online tool used by ORWA for online entrant and results management

6.2. Race/series

An invitation is extended to owners of eligible boats to enter the 2024 - 25 races and series.

6.2.1. Organising authorities

These races are organised and conducted by the respective Organising Authority's for each race as detailed in the calendar.

6.2.2. Race/series calendar

The calendar is on page 1 of the Yellow Book. It states the dates for the races, the Organising Authority for each race, the safety category for each race, the constitution of the three series (ie which races are included in each of the Short Haul, Bluewater and Siska series), the number of discards, and the closing times/dates for each race entries.

6.3. Rules

All races/series are governed by the rules as defined in The Racing Rules of Sailing, **current at the start of the race**. For IRC races, IRC 24 Rules & Definitions apply.

6.3.1. Amendments

Racing Rules of Sailing (with Australian Sailing prescriptions)

Amendment	NoR section
RRS 40.2 (Personal Flotation Device) – is amended to add “(d) double handed sailors.” For the avoidance of doubt, this means that RRS40.1 applies to double handed sailors.	6.15.3
RRS 41 (c) (Outside help) – except in an emergency, from the warning signal and until finished, a boat shall not send or receive voice or data transmissions that are not available to all boats. Therefore, all communications with the Race Committee shall be made by VHF radio on the Race Channel(s), unless required by other means in accordance with the race documents	6.5.2
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: <ul style="list-style-type: none"> • [NP] – then a breach of that rule will not be grounds for protest by a boat • [DP] – then 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.	6.13
Waypoints - where waypoints are designated as part of a course, RRS Appendix WP shall apply.	6.12
Arbitration - Appendix T of the Racing Rules of Sailing applies.	

Special Regulations Part 1 for Racing Boats (Keelboats) published by Australian Sailing

- **ASSR 3.25.1** – add (c) A boat’s radio shall always be able to be heard clearly on deck.
- **ASSR 4.22** Pyrotechnics (Flare) – you must carry at least two handheld red flares and two handheld orange flares. (as required by WA Department of Transport requirements for ‘registerable vessels’ [Flares and EVDS \(transport.wa.gov.au\)](https://transport.wa.gov.au))

IRC rule

Attention is drawn to the Australian Sailing prescription to IRC Rule 21.6.1, which states:

Spinnakers

In accordance with IRC Rules 11.2 and 11.3 Australian Sailing prescribes that in 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. This changes IRC Rule 21.6.1.

6.4. Race documents

The race documents that apply to all races are:

- **Notice of Race (NoR)** (this document)
- **Sailing instructions (SI)** – will be available at least 1 week before the first race on the calendar on the ORWA website
- **Supplementary Sailing instructions (SSI)** – will be published by the Race Committee and be available on their website.

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

6.5. Communications

6.5.1. Official notice board

The official noticeboard for each race will be advised by the respective OA. A link may be provided on the ORWA website to the OA’s official race notice board.

6.5.2. VHF radios

[DP] All boats shall carry a VHF radio capable of communicating on VHF channel 16 and 72, as well as any other channel(s) that maybe specified in the SSI’s.

On the water, the Race Committee may make courtesy broadcasts to competitors on VHF radio on the Race Channel.

[DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

6.6. Eligibility & entry

6.6.1. 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 a club affiliated to a World Sailing recognised Member National Authority.
- **Crew** - all competitors 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.

6.6.2. 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 deadline specified in the Calendar (page 1, above).

The online entry includes completion in full of the TopYacht profile (www.oceanracingwa.com.au/competitor-information/race-entry/) as applicable for the race safety category. All documentation, inspections, certifications and the like must be valid/current for the race being entered.

Entry is at the absolute discretion of the Organising Authority.

6.7. 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 Endorsed IRC certificate.
- **Corinthian** - all crew comply with the World Sailing Sailor Classification for Group 1 (ie. takes part in yachting as a pastime, inter alia)

6.8. Crew limitations

IRC rule 22.4.2 will be interpreted as the Crew Number printed on each boat's Endorsed 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.

6.9. Advertising

Boats may be required to display advertising chosen and supplied by the Organising Authority and shall comply with the requirements of World Sailing Regulation 20 (World Sailing Advertising Code). In addition, as specified in NoR 5.2, the OA's acceptance or otherwise of an entry may include the nature of any advertising displayed by a boat.

6.10. 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 boats 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.

6.11. 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.

Boats shall produce or verify the existence of valid certification and be available for equipment inspection at any time.

6.12. Courses

The courses are generally set off the coast of Western Australia. Specific courses will be designated by the OA.

6.13. Scoring

The scoring system for ORWA races and series shall be as per RRS Appendix A - Rule A5.3 applies.

A boat's series score shall be the total of her race scores excluding her worst scores, as per the Calendar (page 1, above).

When fewer races have been completed than the Series total as per the Calendar (page 1, above), a boat's series score will be the total of her race scores.

6.14. [DP] Incident reporting

Incident reporting and investigation of root causes helps in the reduction of risk and the removal of hazards.

As a result, boats shall advise Offshore Race Control of Incidents as soon as reasonably practical and follow up with a written incident report once returning to safe harbour outlining the timeline of events. Note that other regulatory/statutory bodies may also require timely reporting, including Australian Maritime Safety Authority (for an EPIRB activation, etc) and WA Dept of Transport (for significant injury or damage that effects the seaworthiness of safe navigation of any vessel).

6.15. Risk statement

6.15.1. RRS 3

Attention is drawn to RRS 3 which 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.**

6.15.2. 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/series. 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.

6.15.3. Safety equipment

Equipment requirements, especially safety equipment required to compete in a race is a **minimum** requirement. The obligation of the Person In Charge is to ensure that adequate and suitable equipment is provided to their crew based on their experience, competency, number of crew onboard and the inherent risks.

Attention is drawn to RRS40 (Personal Floatation Devices) and the OA's discretion to require PFD's to be worn. It is strongly recommended that even if the OA does not require it, a PFD be worn by each member of the crew, especially:

- when on deck between the hours of sunset and sunrise
- if alone on deck
- in increased wind speed and/or sea state, or
- if shorthanded, fatigued, or inexperienced

6.16. 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.