

YWA Offshore Handbook

Incorporating Notices of Race & Sailing Instructions

2014-2015



YACHTING
WESTERN AUSTRALIA

\$10.00 inc. GST

DRAFT - 17th - August

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ADVERTISERS INDEX

SCHEDULE OF RACES 2014-2015 SEASON

| DATE | WARN. SIGNAL | RACE | ORGANISING AUTHORITY | CAT | ENTRY FEE | ENTRY CLOSE |
|-------------------------|-------------------|--|-------------------------|-----|-------------------|----------------|
| Sat 20 Sep | 0925 | GEORGE LAW FOUNDATION RACE | FSC | 3 | \$50 | 16 Sep |
| Fri 24 Oct | 1325 | 46th GERALDTON CLASSIC | SoPYC/GYC | 2 | \$175 | 13 Oct |
| Fri 31 Oct | 0925 | 46th GERALDTON RETURN RACE | SoPYC/GYC | 2 | Inc in above | 13 Oct |
| Sun 9 Nov | 0925 | ROCKWATER COVENTRY REEF RACE | FSC | 3 | \$50 | 3 Nov |
| Sat 29 Nov | 0855 | ROCKINGHAM RACE WEEKEND - Dolphin Race | RFBYC | 4 | \$120 | 24 Nov |
| Sat 30 Nov | 0855 | ROCKINGHAM RACE WEEKEND - Gordon Craig Race | RFBYC | 4 | Inc in above | 24 Nov |
| Sat 17 Jan | 0925 | 67th BUNBURY AND RETURN OCEAN RACE | RFBYC | 3 | \$120 | 12 Jan |
| Fri 23 Jan to 26 Jan | 1555 inclusive | IRC STATE CHAMPIONSHIP (long weekend) | RFBYC | 4 | \$300 | 19 Jan |
| Fri 13 Feb | 1755 | FREMANTLE TO BUSSELTON IBERIA RACE | RPYC/GBYC | 3 | \$50 | 9 Feb |
| Sat 14 Feb | 0925 | CARNAC ISLAND RACE | RPYC | 4 | \$50 | 9 Feb |
| Sun 15 Feb | 0925 | AROUND THE SOUND | SoPYC | 4 | \$50 | 9 Feb |
| Sat 7 Mar | 0925 | POT OF GOLD | HYC | 3 | \$65 | 2 Mar |
| Sun 8 Mar | 0925 | SHEPHERDESS CUP | CYC/HYC | 4 | Inc in above | 2 Mar |
| Sat 21 Mar | 0925 | HALLS HEAD OCEAN RACE | FSC/MOFSC | 3 | \$70 | 16 Mar |
| Sun 22 Mar | 0925 | POINT ROBERT RETURN OCEAN RACE | FSC/MOFSC | 3 | Inc in above | 16 Mar |
| Fri 17 Apr | 1055 | RPYC 150th Anniversary ALBANY RACE | RPYC/PRSC | 2 | \$150 | 6 Apr |
| Sat 18 Apr | 0925 | CAPE VLAMINGH RACE | EFYC | 3 | \$40 | 13 Apr |
| Sat 25 Apr | 1150 | ALBANY to FREMANTLE ANZAC Commemorative Race | RPYC/PRSC | 2 | inc in RPYC 150th | 6 Apr |

WINTER SERIES

| | | | | | | |
|------------|------|---------------------------|-----|---|--------------|--------|
| Sat 20 Jun | 0925 | VALMADRE - ARLENE RACE | FSC | 4 | \$80 | 15 Jun |
| Sat 4 Jul | 0925 | VALMADRE - ENSIGN RACE | FSC | 4 | Inc in above | 15 Jun |
| Sat 18 Jul | 0925 | VALMADRE - MAYFLOWER RACE | FSC | 4 | Inc in above | 15 Jun |
| Sat 1 Aug | 0925 | VALMADRE - VOLADORA RACE | FSC | 4 | Inc in above | 15 Jun |

OTHER EVENTS

| | | | | | | |
|---------------------|--|--------------------------------------|-------|----------|--|--|
| Sat 8 Nov | | HARBOUR CLASSIC (1300 start) | FSC | 6 | | |
| Fri 26 - 30 Dec | | COCKBURN SOUND REGATTA | TCYC | 6, IRC 4 | | |
| Sun 15 - Fri 20 Feb | | GEOGRAPHE BAY RACE WEEK 2015 | GBYC | 6, IRC 4 | | |
| Fri/Sun 27-29 Mar | | ROTTNEST FOUNDATION FESTIVAL OF SAIL | RFBYC | 6, IRC 3 | | |
| Sat 23 May | | Bali Race | FSC | 1 | | |



YWA OFFSHORE CHAMPIONSHIP DINNER

YWA Offshore Presentation of Trophies

WILL BE HELD SATURDAY 16 MAY 2015

at FSC commencing 1900 hours

Tickets to be purchased from YWA Office - no ticket sales at door.

SERIES INFORMATION

OFFSHORE PROGRAM

The **OneSails Blue Water Series** is for the hard-core offshore sailors. It consists of seven long-distance, overnight races with six to count, including the Geraldton, Bunbury and Naturaliste races, spread over seven weekends. A safety compliance of Category 2 is required for the Geraldton races. The combined fleet IRC winner of the OneSails Blue Water Series will be awarded the magnificent Siska Trophy and a \$1000 store credit with OneSails.

The **OneSails Blue Water Series** will comprise of two fully crewed divisions and one double handed division.

The **Beneteau Offshore Series** consists of five shorter races with four to count, and a maximum safety compliance of Category 3. The IRC winner of each division will have a proportional share of the \$1000 total prize for the Beneteau Offshore and Weekend series.

The **Beneteau Weekend Series** consists of six shorter races on three weekends with five races to count, and a maximum safety compliance of Category 3. The IRC winner of each division will have their win recorded on the Beneteau Trophy and a proportional share of the \$1000 total prize for the Beneteau Offshore and Weekend series.

The **Beneteau Offshore and Weekend Series** will comprise of three fully crewed divisions and one double handed division.

There are also a number of sub-series, including FSC's Success Cup, and the RFBYC Farrawa Cup. The Low Points system will be used across all series, see Notice Of Race 2.4.

EDITION NOTES

Yachting Photographs

All Yachting Photographs in this edition again generously provided by Bernie Kaaks Photography www.berniekaaksphotos.net and are gratefully acknowledged.

Acknowledgements

The time and effort from the YWA OffShore Committee members and many club members with proof reading and input is greatly appreciated.

2014/15 YWA Offshore Annual Awards

The YWA Offshore Committee will again include two special awards at the Annual Offshore Dinner Presentation night.

These awards will recognise individual performance and will be for:

- OFFSHORE SKIPPER OF THE YEAR
- OFFSHORE CREWPERSON OF THE YEAR

Nominations will be received through the YWA Office on the application form no later than May 1st 2014.

Advertising

Those wishing to advertise in the YWA Offshore Handbook should contact YWA Offshore Committee.

YWA OFFSHORE SERIES 2014-2015

For awarding its trophies each season the YWA Offshore Committee selects races organised by Clubs from those listed in the Offshore Program to include in its Series. It reserves the right to change the races selected at any time.

Scoring for all YWA Series races shall be in accordance Notice of Race 2.4 (Scoring).

SISKA TROPHY

The Siska Trophy is awarded to the boat that scores the lowest combined fleet result IRC points for her best six races from the seven races in the Blue Water Series. If six or fewer races are completed then all races shall count.

OneSails Blue Water Series – Fully Crewed & Double Handed

Seven races, six to count. Minimum six weekends. Lowest IRC score is the overall winner plus YAH results.

| | | | | | | CAT |
|---|--|-----|------|-----|------|-----|
| 1 | Geraldton Ocean Classic | Fri | 24th | Oct | 2014 | 2 |
| 2 | Geraldton Return Ocean Classic | Fri | 31st | Oct | 2014 | 2 |
| 3 | Rockwater Coventry Reef Race | Sun | 9th | Nov | 2014 | 3 |
| 4 | Bunbury & Return Ocean Race | Sat | 17th | Jan | 2015 | 3 |
| 5 | Fremantle to Busselton Iberia | Sat | 13th | Feb | 2015 | 3 |
| 6 | RPYC 150th Anniversary Albany Race | Fri | 17th | Apr | 2015 | 2 |
| 7 | Albany to Fremantle ANZAC Commemorative Yacht Race | Sat | 25th | Apr | 2015 | 2 |

Beneteau Offshore Series – Fully Crewed & Double Handed

Five races, four to count. Minimum four weekends. Divisional YAH and IRC winners.

| | | | | | | |
|---|------------------------------|-----|------|-----|------|---|
| 1 | George Law Foundation Race | Sat | 20th | Sep | 2014 | 3 |
| 2 | Rockwater Coventry Reef Race | Sun | 9th | Nov | 2014 | 3 |
| 3 | Carnac Island Race | Sat | 14th | Feb | 2015 | 4 |
| 4 | Around the Sound | Sun | 15th | Feb | 2015 | 4 |
| 5 | Cape Vlamingh Race | Sat | 18th | Apr | 2015 | 3 |

Beneteau Weekend Series – Fully Crewed & Double Handed

Six races, five to count. Minimum three weekends. Divisional YAH and IRC winners.

| | | | | | | |
|---|--------------------------------|-----|------|-----|------|---|
| 1 | Dolphin Race | Sat | 29th | Nov | 2014 | 4 |
| 2 | Gordon Craig Ocean Race | Sun | 30th | Nov | 2014 | 4 |
| 3 | Pot of Gold | Sat | 7th | Mar | 2015 | 3 |
| 4 | Shepherdess Cup | Sun | 8th | Mar | 2015 | 4 |
| 5 | Halls Head Ocean Race | Sat | 21st | Mar | 2015 | 3 |
| 6 | Point Robert Return Ocean Race | Sun | 22nd | Mar | 2015 | 3 |

IRC State Championships

Category 4

Royal Freshwater Bay Yacht Club is proud to host the 2015 IRC State Championships over the Australia Day long weekend 23 – 26 January 2015. This premier event will be a full weekend of sailing, incorporating a range of windward/leeward, short and long passage races off Fremantle. The Race Committee will determine the courses to be sailed each day dependent on weather conditions.

Racing will start on the Friday afternoon from 16:00 and then from 09:00/09:30 on the Saturday, Sunday & Monday. On the Monday, the aim will be to finish racing by 12:00 to allow for skippers & crews to return to shore for the results and Australia Day celebrations.

2014/15 CLUB OFFSHORE SERIES

RFBYC 2014/15 Farrawa Cup Series

Three races, all to count. Separate IRC & YAH prizes for each division & overall.

| | | | | |
|---|----------------------------|-----------------------|------|-------|
| 1 | Dolphin Race | Saturday, 29 November | 2014 | Cat 4 |
| 2 | Gordon Craig Memorial Race | Sunday, 30 November | 2014 | Cat 4 |
| 3 | 67th Bunbury & Return Race | Saturday, 17 January | 2015 | Cat 3 |

FSC Success Cup

Four races, four to count. Separate IRC & YAH prizes.

| | | | | | | |
|---|--------------------------------|-----|------|-----|------|---|
| 1 | George Law Foundation Race | Sat | 20th | Sep | 2014 | 3 |
| 2 | Rockwater Coventry Reef Race | Sun | 9th | Nov | 2014 | 3 |
| 3 | Halls Head Ocean Race | Sat | 21st | Mar | 2015 | 3 |
| 4 | Point Robert Return Ocean Race | Sun | 22nd | Mar | 2015 | 3 |

FSC Valmadre Cup

Four races, three to count. Separate IRC & YAH prizes for each division & overall.

| | | | | | | |
|---|----------------------|-----|------|------|------|---|
| 1 | Arlene Ocean Race | Sat | 20th | Jun | 2015 | 4 |
| 2 | Ensign Ocean Races | Sat | 4th | July | 2015 | 4 |
| 3 | Mayflower Ocean Race | Sat | 18th | July | 2015 | 4 |
| 4 | Voladora Ocean Race | Sat | 1st | Aug | 2015 | 4 |



YWA OFFSHORE COMMITTEE & CONTACTS

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Bernie Kaaks..... (General Manager)

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Fax 9389 8686
Email ywa.office@wa.yachting.org.au
Website www.wa.yachting.org.au

OFFSHORE PARTICIPATING CLUBS

CLAREMONT YACHT CLUB

Address PO Box 11, Claremont WA 6910
Phone (08) 9384 8226
Fax (08) 9384 9990
Email admin@claremontyachtclub.org.au
Website www.claremontyachtclub.org.au

EAST FREMANTLE YACHT CLUB

Address PO Box 26, Palmyra WA 6957
Phone (08) 9339 8111
Fax (08) 9339 2424
Email activities@efyc.com.au
Website www.efyc.com.au

FREMANTLE SAILING CLUB

Address PO Box 860, Fremantle WA 6959
Sailing Office (08) 9435 8809
Fax (08) 9336 2020
Email sailingadmin@fsc.com.au
Website fsc.com.au
Race Control
Phone (08) 9430 6063

HILLARYS YACHT CLUB

Address PO Box 348, Hillarys WA 6923
Phone (08) 9246 2833
Fax (08) 9448 9566
Email admin@hillarysyachtclub.com.au
Website www.hillarysyachtclub.com.au

GEOGRAPHE BAY YACHT CLUB

Address PO Box 243, Busselton WA 6280
Phone (08) 9752 2522
Fax (08) 9754 2866
Email gbycbn@westnet.com.au
Website www.gbyc.asn.au

GERALDTON YACHT CLUB

Address PO Box 721, Geraldton WA 6530
Phone (08) 9964 1664
Fax (08) 9921 2664
Email gyc@wn.com.au
Website www.gyc.yachting.org.au

ROYAL PERTH YACHT CLUB

Address PO Box 5, Nedlands WA 6009
Phone (08) 9389 1555
Fremantle
Annexe (08) 9430 4590
Fax (08) 9389 1459
Email sailadmin@rpyc.com.au
Website www.rpyc.com.au

ROYAL FRESHWATER BAY YACHT CLUB

Address PO Box 373, Cottesloe WA 6911
Phone (08) 9286 8200
Fax (08) 9286 8282
Email offshore@rfbyc.asn.au
Website www.rfbyc.asn.au

SOUTH OF PERTH YACHT CLUB

Address Coffee Point, Applecross WA 6153
Phone (08) 9364 5844
Fax (08) 9364 6185
Email owgmanager@sopyc.com.au
Website www.sopyc.com.au

THE CRUISING YACHT CLUB

Address PO Box 1585, Rockingham WA 6969
Phone (08) 9527 5468
Fax (08) 9527 1004
Email admin@tcyc.com.au
Website www.tcyc.com.au

PRINCESS ROYAL SAILING CLUB

Address PO Box 345, Albany WA 6332
Phone (08) 9844 4033
Fax (08) 9844 4399
Email office@prsc.com.au
Website www.prsc.com.au

MANDURAH OFFSHORE FISHING & SAILING CLUB

Address PO Box 219, Mandurah WA 6210
Phone (08) 9535 6251
Fax (08) 9535 8979
Email wba@mofsc.com.au
Website www.mofsc.com.au

CONTACT PERSONS - PARTICIPATING CLUBS

| | | |
|--------------|----------------|-----------------------------------|
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| FSC | Lucy Warhurst | sailingadmin@fsc.com.au |
| HYC | Chris Kelly | chris@hillarysyachtclub.com.au |
| RFBYC | Debbie Blaauw | offshore@rfbyc.asn.au |
| RPYC | Hayden Swanson | BoatingOperations@rpyc.com.au |
| SoPYC | Sharon Skinner | sailingadministrator@sopyc.com.au |
| MOFSC | Maddie Flynnne | wba@mofsc.com.au |
| TCYC | Sharon Blagg | sharon@tcyc.com.au |

THE SISKATROPHY

The **“SISKATROPHY”**, originally the “Golden Fleece Trophy”, was commissioned by the Golden Fleece Oil Company for the 1978 “Great Circle Yacht Race” around Tasmania, a distance of 810 nautical miles. It was won by SISKAT, owned and sailed by Rolly Tasker. In 1988 Rolly Tasker rededicated it as the “SISKATROPHY”. He presented the magnificent trophy, to be awarded annually, to the most outstanding yacht in the Western Australian Offshore Yacht Racing Series.

Rolly Tasker built and raced 5 offshore yachts named SISKAT and over a 15 year period from the 1970s won almost every race on the WA Offshore Calendar, usually taking fastest time as well. Some of these times have not been bettered. SISKAT's competed in Sydney-Hobart Races, the infamous 1979 Fastnet Race, the Parmelia Race and the first Bali Race in 1981. His support of Offshore Racing in Western Australia is gratefully acknowledged. Rolly Tasker passed away in June 2012 at the age of 86.

The Siska Trophy is awarded to the overall IRC winner of the OneSails Blue Water Series.



CURRENT HOLDER OF THE COVETED SISKATROPHY

2013-2014

HOODOO MAN

CRAIG CARTER

RFBYC

PREVIOUS WINNERS

| | | | |
|-----------|------------------|-----------------------------------|-------|
| 2012-2013 | General Lee | Paul Eldrid and Scott Disley | RFBYC |
| 2011-2012 | Black Betty | Gary McNally | RFBYC |
| 2010-2011 | Sled | Tony Mitchell | RFBYC |
| 2009-2010 | The Next Factor | David Walling and Vern Williamson | RFBYC |
| 2008-2009 | The Next Factor | David Walling and Vern Williamson | RFBYC |
| 2007-2008 | Steel de Breeze | Brian de Vries | FSC |
| 2006-2007 | Storm Rider | Luke Rees | EFYC |
| 2005-2006 | Ninety Seven | Chris Glossop | FSC |
| 2004-2005 | Storm Rider | Luke Rees | EFYC |
| 2003-2004 | Fast Forward | Daniel Patterson | HYC |
| 2002-2003 | Farrago | Peter Vlaar | SoPYC |
| 2001-2002 | Vendetta | Barry Bond | HYC |
| 2000-2001 | Impulse | Lance Woods | RFBYC |
| 1999-2000 | Internet Express | David Clifton | FSC |
| 1998-1999 | Heatwave | Brad Hiles | FSC |
| 1997-1998 | Neftenga | Trevor Taylor | TCYC |
| 1996-1997 | Mustang Sally | Warren Batt | FSC |
| 1995-1996 | Red Jacket | Ron Lally | HYC |
| 1994-1995 | Botticelli | Steve Morrow | FSC |
| 1993-1994 | Huckleberry | Merv and Mike Finn | RFBYC |
| 1992-1993 | Huckleberry | Merv and Mike Finn | RFBYC |
| 1991-1992 | Fremantle Doctor | Robert Baker | FSC |
| 1990-1991 | Huckleberry | Merv and Mike Finn | RFBYC |
| 1989-1990 | Le Truck | Bill Burbidge | FSC |
| 1988-1989 | Castille | Ian Allen | FSC |
| 1987-1988 | Copper Top | Tony Stanton | RPYC |

FARRAWA CUP SERIES 2014/15

Sponsored by RFBYC Vice-Patron Bruce Campbell

ROCKINGHAM RACE WEEKEND

(Dolphin Race & Gordon Craig Ocean Races)

29 & 30 November 2014

The Rockingham Race Weekend starts with the Dolphin Race on Saturday, 29 November – approximately 20 nautical miles, the race starts in Fremantle and finishes at The Cruising Yacht Club of WA (TCYC) in the waters of Cockburn Sound, Rockingham. Overnight moorings are available at TCYC; competitors will be ferried to shore to enjoy the warm hospitality and festivities at the TCYC Clubhouse. The Gordon Craig Ocean Race returns competitors to Fremantle on Sunday – the return race is along the coastline via various marks in Cockburn Sound to the finish line in Fremantle. Category 6 windward/leeward races are also scheduled for Saturday and Sunday. This weekend caters for all levels of sailing, safety and support vessels will be provided.

67th BUNBURY & RETURN OCEAN RACE

17 January 2015

The Bunbury & Return Ocean Race is Western Australia's oldest and most prestigious Bluewater Event and a key race for the Farrawa Cup Series. This 169 nautical mile, Category 3 race is always a rewarding, yet challenging race. Competing yachts will have a boat start at Fremantle, race down the coast to mark boat at Bunbury and then return along the coast to finish off Fremantle. The Bunbury & Return Ocean Race will be scored as double points in the Farrawa Cup Series to reflect the significance of this race.

ROTTNEST FOUNDATION FESTIVAL OF SAIL

27/29 March 2015

The Rottneest Foundation Festival of Sail has been the highlight of the offshore calendar for the past four years – the events' fifth year will be no different. A huge success sailing and socially, the Rottneest Foundation Festival of Sail utilises the calm waters off Rottneest Island; an ideal location for offshore yachts and riverboats. This event caters for all types of sailing with Offshore and Category 6 races on offer.

FARRAWA CUP SERIES SCORING

Scoring towards the Farrawa Cup Series will be as follows:

- All 3 Regatta Weekends to count (Rockingham Race Weekend, Bunbury & Return Ocean Race & Rottneest Foundation Festival of Sail).
- Bunbury & Return Ocean Race counts as double points.
- For the purposes of Farrawa Cup scoring, the Bunbury & Return Race will be recalculated as per the splits from the Rockingham and Rottneest Weekends.
- Cat 6 entrants will score YAH only and are not eligible for entry in the Bunbury and Return Race.

2015 Fremantle to Albany ANZAC day Albany Return

Plan ahead for these 2015 races

The ANZAC Centenary Celebrations in 2015 will see a big focus on Albany.

To coincide with the ANZAC celebrations Princess Royal Sailing Club and Royal Perth Yacht Club will conduct a race from Fremantle to Albany starting on the 17th April 2015 then on ANZAC day after the morning service, a return race from Albany to Fremantle starting on Saturday 25th April 2015

Put these dates in your diary now to be a part of the historic events.

Fremantle Sailing Club Success Cup Series

2014/15 Summer Offshore Sailing Program

Four events four to count, for the prestigious Success Cup Trophy.

GEORGE LAW FOUNDATION OFFSHORE RACE Sat 20th September 2014

A 42 nm race around Rottnest Island in an anti clock wise direction. It has proven to be a very popular event for the summer season.

ROCKWATER COVENTRY REEF RACE Sun 9th November 2014

This race sails around the Coventry Reef clockwise giving sailors exciting racing conditions to test their blue water skills. Usually a beat down and a fast ride home.

HALLS HEAD OCEAN RACE Sat 21st March 2015

Join us for this race from Fremantle to Mandurah which is a popular party race for all the competitors. This is an excellent race to experience the great hospitality at MOFSC, good food and drink, and a free pen for the night.

POINT ROBERT RETURN OCEAN RACES Sun 22nd March 2015

You have to get home from Mandurah somehow so you might as well pop up a kite and round off a fantastic weekend in racing on your return from Mandurah.

END OF SERIES DINNER & PRESENTATION OF TROPHIES

Presentation of the Success Cup Trophies and prizes will be held on Saturday night 7pm in conjunction with the YWA offshore prize night at FSC on 16 May 2015..



Royal Freshwater Bay Yacht Club

FARRAWA CUP SERIES 2014-2015

 rfbyc
offshore racing

Sponsored by
Vice Patron Bruce Campbell, OAM



Rockingham Race Weekend

29/30 November 2014

The Rockingham Race weekend starts with the Dolphin Race on Saturday, 29 November approximately 20 nautical miles. The race starts in Fremantle and finishes at The Cruising Yacht Club of WA (TCYC) in the waters of Cockburn Sound, Rockingham. Overnight moorings are available at TCYC; competitors will be ferried to shore to enjoy the warm hospitality and festivities at the TCYC Clubhouse. The Gordon Craig Ocean Race returns competitors to Fremantle on Sunday - the return race is along the coastline via various marks in Cockburn Sound to the finish line in Fremantle. A Category 6 windward/leeward race is scheduled prior to the Gordon Craig Race on the Sunday. This weekend caters for all levels of sailing, safety and support vessels will be provided.



67th Bunbury & Return Race

17 January 2015

The Bunbury & Return Ocean Race is Western Australia's oldest and most prestigious Bluewater Event and a key race for the Farrawa Cup Series. This 169 nautical mile, Category 3 race is always a rewarding, yet challenging race. Competing yachts will have a boat start at Fremantle, race down the coast to a mark boat at Bunbury and then return along the coast to finish off Fremantle. The Bunbury & Return Ocean Race will be scored as double points in the Farrawa Cup Series to reflect the significance of this race.

Farrawa Cup Scoring

Scoring towards the Farrawa Cup Series will be as follows:

- Three races will make up the Farrawa Cup Series consisting of the Dolphin, Gordon Craig Memorial and the Bunbury & Return Ocean Races. All races to count.
- Bunbury & Return Race counts as double points.
- For the purposes of the Farrawa Cup Scoring, the Bunbury & Return Race will be recalculated as per the splits from the Rockingham Weekend.
- All boats will sail the same course in each race resulting in an overall winner for the Farrawa Cup Series. The winner will be announced at the Farrawa Cup Prize Night to be held on Thursday, 5 February 2015.

Royal Freshwater Bay Yacht Club - the Home of Ocean Racing in WA

offshore@rfbyc.asn.au

www.rfbyc.asn.au

9286 8200

NOTICE OF RACE & SAILING INSTRUCTIONS



NOTICE OF RACE

This Notice of Race is issued by the following Organising Authorities:

Claremont Yacht Club
East Fremantle Yacht Club
Fremantle Sailing Club
Geographe Bay Yacht Club
Geraldton Sailing Club
Hillarys Yacht Club
Mandurah Offshore Fishing and Sailing Club
Royal Freshwater Bay Yacht Club
Royal Perth Yacht Club
South of Perth Yacht Club

The particular Organising Authority for each race is detailed on the Schedule of Races on page 3 of this book and the individual Notices Of Race for each race that follows on page 26 to page 43, to be read in conjunction with this Notice of Race and Sailing Instructions.

1. RULES

The races will be governed by:

- 1.1 the rules as defined in the Racing Rules of Sailing.
- 1.2 the YA Special Regulations Part 1. The Safety Category for each race is as specified in the details of each race contained in this handbook;
- 1.3 the current IRC Rules, Parts A, B and C shall apply where applicable.
- 1.4 the Variations to Special Regulations 2013-16 as set out on page 18 of this book
- 1.5 any Supplementary Sailing Instructions issued by the Race Committee for each event, which will take precedence in the event of a conflict
- 1.6 Attention is drawn to the following Yachting Australia prescription to IRC Rule 21.6.1 that applies to this race: Yachting Australia prescribes that in accordance with IRC Rule 11.2, 11.3 and 21.6.1, 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..
- 1.7 the rules of YWA Offshore Handicaps shall apply where applicable.

2. CHANGES TO THE RULES

2.1 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

2.2 MOVABLE BALLAST

Rule 51 is amended. Boats with Moveable or Variable Ballast (as defined in YA Special Regulation Part 1 Section 3 and YA Special regulation 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.

2.3 MANUAL POWER

Rule 52 is amended.

- 2.3.1 Boats that have declared that they have and use electric or hydraulic winches and it is recorded either on their IRC Certificate or their YWA Offshore Handicap Application Form for boats not rated IRC, may use them for such work as is recorded.
- 2.3.2 Boats competing in a race having a Double Handed division may use autopilots when competing Double Handed.

2.4 SCORING

- 2.4.1 RRS Appendix A4.2 and A9 are both deleted and replaced with the following:
A boat that came to the starting area but did not start, did not finish, retired after finishing or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place ten more than the number of boats that came to the starting area. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).
- 2.4.2 Dual Series Race Scoring
Where the same course on the same day is used for two different series (e.g. The Bluewater and Offshore series racing in the Coventry Reef Race), a boats finishing time will be used to separately calculate its result in each series.
- 2.4.3 Higher Challenge Race Scoring
On application to the Organising Authority a boat may be awarded her current average points for a lower rated series she has been sailing in if she sails in a higher rated race which overlaps in time with a lower race.
For the purposes of this rule the series are rated in the following order (highest first) Bluewater then Offshore.
- 2.4.4 Average points is the average of that yacht's results in the series up to that race, including DNCs, DNFs, DSQs etc. At the end of a series a boat must have sailed more than half of the series races to receive this average scoring.

NOTICE OF RACE continued

- 2.4.5 On application to the Organising Authority average points will be given for a boat when it is absent to compete at a national level
- 2.4.6 Points for the Jurien, Geraldton and Geraldton Return races shall be multiplied by .75 to give advantage to competitors in those races.

2.5 Rule 44.1 is changed as stated in ARBITRATION on page 20

2.6 DOUBLE HANDED SAFETY

RRS rule 40 is amended for double handed sailors who must wear a PFD at all times when on deck except briefly while changing or adjusting clothing or personal equipment

2.7 DOUBLE HANDED CREW EXPERIENCE

An Organising Authority may request Crew entered for a Double Handed event provide CV's of their experience relating to the "YWA Recommendations" on page 21.

3. ADVERTISING

Advertising shall comply with ISAF Regulation 20, Advertising Code.

4. ELIGIBILITY

Races are open to all boats with:

- 4.1 a current Equipment Compliance Card for the Category in which the boat intends to compete
- 4.2 a current YWA registration.
- 4.3 a current Endorsed IRC certificate for those competing in an IRC division
- 4.4 if a Double Handed entry, the boat must be fitted with automatic helming capability.

5. ENTRIES

- 5.1 Eligible boats may enter by completing a YWA Offshore Race Entry Form and submitting it together with the required fee by the date and time shown on the page for the particular race in this book. Late entries may be accepted at the discretion of the Organising Authority.
- 5.2 The Organising Authority reserves the right to reject an entry at any time up until the Warning Signal of the race.

6. EQUIPMENT AND MEASUREMENT CHECKS

A boat may be inspected for compliance with the Special Regulations and Rating Rules when required by the Race Committee at any time except whilst racing. A boat shall comply with all reasonable requests from the Race Committee to facilitate an inspection.

7. RADIOS

Compulsory Frequencies are listed in "RADIO FREQUENCY INFORMATION" on page 48.

Category 2 VHF Channel 72 (Mandatory)
HF 4146 and 6227 kHz (Mandatory)

Category 3 VHF Channel 72 (Mandatory)
HF 4146 kHz (Recommended)

Category 4 VHF Channel 72 (Mandatory)

8. SCHEDULE OF RACES, ENTRY FEES, SAFETY CATEGORY, COURSES AND TROPHIES

- 8.1 The schedule of races, safety category, entry fee and entry closing dates are shown on page 3.
- 8.2 The YWA Series information starts on page 5.
- 8.3 The courses and trophies are shown on the notice for each race between page 26 and page 44.

9. COMMUNICATION RESTRICTIONS

Information gathered from any source prior to the race may be used during the race but not refreshed after the preparatory signal. After the preparatory signal, competitors may only update weather and other information that is available to the general public without charge. See 'Weather From The Web' on page 51 for further detail.

10. CREW NUMBER/WEIGHT

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. DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk. See RRS rule 4, Decision to Race. The Organising Authority, its 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 the regatta. By participating in this 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

12. INSURANCE

Each boat shall be insured with a valid third party liability insurance policy with a minimum cover of \$10 million (ten million dollars) for any one incident. By taking part in a race owners are deemed to have made a declaration that they have such cover.

2. CLASS FLAGS

Class flags shall be displayed from the backstay (or from the leech of the mainsail) at least 1.5 metres above the deck and

Flags are: Blue Water, Offshore and Weekend Division 1 Naval Numeral ONE

Blue Water, Offshore and Weekend Division 2

Naval Numeral ONE

Naval Numeral TWO

Naval Numeral THREE

Naval Numeral FOUR

If any notices or changes are required, Flag "L" will be displayed on the Start Boat and the changes will be broadcast on

| MARKS |
|-------|
|-------|

Refer to the "POSITION and DESCRIPTION of MARKS" on page 23, or otherwise as listed on the race notice page

FREMANTLE HARBOUR ENTRANCE RESTRICTED AREA

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.

[illegible]

6.1 RACES WILL BE STARTED USING RULE 26.

6.2 STARTING AREA – FREMANTLE

The Committee Boat will be positioned in the area bounded by Hall Bank Beacon, Burnell Buoy and North Mole, unless

START LINE

The Start Line will be between a mast or staff displaying an orange flag or shape on the Committee Boat (flying its Club's

STARTING TIME LIMIT

A boat starting later than 15 minutes after her Starting Signal (for race category 4) or 30 minutes after her Starting

BROADCAST OF TIMING SEQUENCE

The Race Committee may broadcast the final seconds of each timing sequence on VHF Channel 72.

DAY BUOY

Where a Day Buoy is listed in the course, it will be a marker buoy situated approximately one nautical mile to

Prior to the Warning Signal, the Committee Boat will display a red or green flag.

A GREEN flag means the mark is to be left to Starboard.

Where more than one course is listed, the Numeral Pennant corresponding to the course number will be displayed with

INDIVIDUAL RECALLS

7.1 Rule 29.1 shall apply.

7.2 After the starting signal the Race Committee may broadcast the sail numbers of those boats that have not complied with

SAILING INSTRUCTIONS continued

Rule 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 to receive any broadcast will not be grounds for redress. Changes rule 62.1.

8. MISSING MARK

Should a mark of the course be missing, boats shall round or pass at the co-ordinates of the missing mark. A declaration from the skipper and charted evidence may be required as proof of the correct rounding or passing.

9. COMMERCIAL SHIPPING

9.1 PARTICULAR CARE SHOULD BE EXERCISED IN THE FOLLOWING AREAS:

- (i) At the entrance to Fremantle Harbour
- (ii) At the Northern Entrance to and in the Cockburn Sound Channel
- (iii) The 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.
- (iv) Fairway Landfall Buoy

9.2 PENALTY

If the Fremantle Port Authority or any country port authority lodges a formal complaint with YWA that a boat has failed to keep clear, the Race Committee will score that boat as DSQ without a hearing. This changes RRS 63.1.

9.3 DAMAGING A MARK

Any boat damaging a port authority mark shall notify Race Control immediately and may be responsible for the cost of its repair.

10. ENGINE RUNNING

10.1 USE OF ENGINES

Apart from use of engines sanctioned by Fundamental Rule 1.1 and any other emergency, engines shall only run for charging batteries, or as permitted by 2.2 and 2.3 in the Notice of Race, but in these events, propellers shall not be allowed to turn by action of the engine.

10.2 REDRESS INVOLVING RRS RULE 1.1

In the event of redress for loss of time being claimed under RRS Rule 1.1 "Helping Those in Danger", whether the propulsion engine was used or not, the loss of time shall be supported by logged details of course changes, distances, times, etc. The logged details shall be submitted with the request for redress.

11. 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. See "Removing weed from keels while racing" on page 21.

12. RETIRING BOATS

A boat that retires shall make all reasonable attempt to notify the Race Committee/Race Control, preferably by radio, as soon as possible and advise the reason for its retirement and its intentions and maintain routine communication until safely in port.

13. THE FINISH

13.1 THE SOUTH MOLE FINISH LINE

The South Mole Finish Line shall be between a point approx 100 metres east of the South Mole Lighthouse and an outer buoy (32° 03.44' S 115° 43.99' E) bearing approx 180° at a distance of 0.1 nautical mile from the South Mole.

13.2 OTHER

Finish Lines are specified on the race details page.

13.3 BOATS FINISHING DURING THE HOURS OF DARKNESS

Boats finishing during the hours of darkness shall illuminate their sails when crossing the line, and should cross as near as possible to the inner end to assist the finish team. If prevailing conditions render boat identification difficult for the finish team, boats should use VHF radio to ensure they have been identified correctly.

14. POSTPONEMENT and ABANDONMENT

If the race is Postponed or Abandoned, in addition to RRS Race Signals, a radio broadcast will be made on VHF CH 72 (and 4146kHz where applicable) and repeated as necessary.

15. PROTESTS

Protests and requests for redress shall be delivered to a member of the Race Committee of the Organising Authority within the protest time limit.

Category 2 and 3 Races 6 hours

Category 4 and 6 Races 2 hours

calculated from the time the protesting boat finishes the race; unless extended by the Protest Committee. The Organising Authority will notify the parties involved of the time and place of any hearings.

A copy of a suitable Protest Form to be used is available from your club.

16. PROTEST ARBITRATION (MEDIATION) and HEARING

All Offshore races will be subject to protest arbitration in accordance with the clauses contained in "Protest ARBITRATION" on page 22.

SAILING INSTRUCTIONS continued

17. RADIO COMMUNICATIONS

17.1 FREQUENCIES

17.1.1 Compulsory Frequencies are listed in "RADIO FREQUENCY INFORMATION" on page 48.

17.1.2 Race Communications:

Category 2

VHF Channel 72 (Mandatory)
HF 4146 and 6227 kHz (Mandatory)

Category 3

VHF Channel 72 (Mandatory)
HF 4146 kHz (Recommended)

Category 4

VHF Channel 72 (Mandatory)

17.2 RADIO CHECKS, ALL CATEGORIES

On the day of the race and prior to the first warning signal, each boat shall contact Race Control to check its radio. Failure to demonstrate satisfactory communication shall result in the boat being scored DNS. Race Control will give each boat a reference number after its satisfactory check-in.

17.3 LISTENING WATCH

A CONTINUOUS listening watch SHALL be kept at all times.

All boats shall maintain a continuous dual watch on VHF Channels 72 and 16 whilst racing, and while returning to harbour after retiring from a race.

Boats in Category 2 races shall in addition maintain a listening watch on HF 4146. This may also apply to some Category 3 races as required by the Organising Authority in Supplementary Sailing Instructions.

17.4 POSITION REPORTS FOR CATEGORY 2 AND 3 RACES

Position reports will be called for at the following times each day starting with the first time after the commencement of the race:

| 17.4.1 | VHF | HF |
|--------|------------|------------|
| | 0515 hours | 0535 hours |
| | 1115 hours | 1135 hours |
| | 1715 hours | 1735 hours |
| | 2315 hours | 2335 hours |

17.4.2 Supplementary Sailing Instructions may vary the above schedule times and list other reporting requirements.

17.5 POSITION REPORTING PROCEDURE

17.5.1 Boats will be called for position reports in alphabetical order. A boat, when called, shall reply with the blocks of figures representing the latitude and longitude (degrees and minutes only) e.g. 32 01 115 38 (for 32° 01'S, 115° 38'E).

17.5.2 Boats failing to answer will be called again at the end of the schedule. If no answer is received any boat in the race may send information.

17.5.3 In the case of a boat failing to keep a radio schedule or failing to make any other required radio position report the Race Committee may apply a three (3) places penalty on corrected time at its complete discretion and without a hearing (changes RRS 63.1). A boat so penalised will be informed by notification in the race results.

17.6 LOST RADIO CONTACT

If at any time a boat is unable to contact either Race Control or the remainder of the fleet, the following procedure shall be adopted:

17.6.1 First try to call COAST RADIO PERTH on 4125, 6215 or 8291 kHz or VHF Channel 16 or a Volunteer Sea Rescue Station on VHF Channel 16 or 73. If contact is made, advise that you have lost radio contact with the fleet and report your position and other relevant information. Request they pass this information to 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 Race Control. (See also SI 11 Retiring Boats).

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

17.6.3 It is of prime importance that a boat should do everything in her power to re-establish contact with Race Control. This could include 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.

17.6.4 The cost of any unnecessary searches, if instigated, may be charged to the boat(s) concerned.

SAILING INSTRUCTIONS continued

18. TRACKERS

When an Organising Authority provides satellite tracking devices to entrants in a race, 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.

19. INSURANCE

Each boat shall be insured with a valid third party liability insurance policy with a minimum cover of \$10 million (ten million dollars) for any one incident. By taking part in a race owners are deemed to have made a declaration that they have such cover.

20. DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk. See rule 4, Decision to Race. The Organising Authority, its 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 the regatta. By participating in this 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.

21. WARNING

Sailing and activities associated with it involve risks of personal injury, loss, damage and even death. The risks include but are not limited to, the risk of injury from collision, capsizing, falling overboard and impact with equipment. Any of these events can also result in death.

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 RRS and YA Prescriptions, the Special Regulations, the Offshore Sailing Instructions and Supplementary Sailing 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.

YACHTING WESTERN AUSTRALIA

SPECIAL REGULATIONS 2013-2016 – VARIATIONS

The 2013 - 2016 Yachting Australia Special Regulations Part 1 has been amended by Yachting Western Australia as below:

- 3.25.1(e) Add (iv) Boat's radios shall be connected with a speaker that can clearly be heard on deck at all times.
- 3.25.4(d) & 3.25.6(b) are amended to read
"Radio transceivers shall be checked annually with a suitable station: for HF over 90nm and for VHF over 20nm away"
- 4.10.4 Add 4.10.4
"The current YWA Offshore Handbook"
- 4.22 Pyrotechnics (Flares)
Add 2 Red Parachute flares to Category 4.

See www.yachting.org.au/sport-services/safety/special-regulations for amendments, interpretations and technical notes made by Yachting Australia.

SAFETY INCIDENT REPORTING

It is recommended that any incident relating to safety on a boat whilst racing be reported to the Race Committee as soon as practicable.

EPIRBs AND PLBs

You must register your 406 EPIRB and PLBs with AMSA. Forms can be obtained from the shop where you bought them or online at www.amsa.gov.au/Forms/amsa6.pdf

There is no cost to register with AMSA. Where either EPIRBs or PLBs are hired commercially or borrowed from other boats they MUST be re-registered in the boat or person's name that is using them, even if it is only for a day or two. Hire companies such as www.epirbhire.com.au will request the crew details and automatically do the AMSA registration as part of the hire.

S.R. 4.18.5 FROM July 2015 all 406 MHz EPIRBs shall be GPS capable.

SAFETY HARNESSSES

Your attention is drawn to Special Regulation 5.02.4 (a+b) of current Special Regulations 2013-2016:

WARNING - Warning - a safety harness is not designed to tow a person in the water and it is important that a harness and line attaching the crew to the boat is used to minimise the risk of a person's torso becoming immersed in water outside the boat. The diligent use of a properly adjusted and attached safety harness and tether is regarded as by far the most effective way of preventing man overboard incidents.

Explanatory notes:

The term 'SAFETY HARNESS' is a general description of two pieces of equipment, each of which has a different function.

Firstly there is the body harness. The function of this part of the equipment is to give a secure point of attachment for the tether and to distribute the shock load over the torso. Secondly the tether is that piece of the equipment that connects the body harness to the boat.

The warning is directed not so much to the safety harness generally but **to highlight the differences in function particularly to the manner in which the tether is attached to the boat with the intention of preventing the body going overboard and thus being towed for which the body harness was not designed and which may be the cause of water being forced down the wearer's throat.**

YWA CLARIFICATION

Removing weed from keels while racing

These are the probable methods competitors may use to remove weed.

Swimming

The rules permit a crew to leave the boat to swim, but he must be back on board before the boat “continues in the race”. This implies the boat must stop if a crew is swimming to remove weed.

Crew position

Crew leaning (or even being lowered) over the side to check for weed or to use a weed stick breaks no rule. Even when the boat has lifelines this is permissible if the action can be considered “brief and to perform a necessary task”.

However using a halyard, harness, hobbles etc. to help project or lower a crew member overboard would break rule 49.1 as this would be considered ‘a device designed to position their bodies overboard’.

Sheets

No rules prohibit the system of dropping a sheet over the bow and holding the ends while walking it back (or letting the boat sail over it) then pulling one end to wipe it across the front of the keel.

Weed sticks

A ‘weed stick’ manipulated from the deck breaks no rule (but don’t use it like an oar).

Cutters

Some boats have had cutters built into the front of the keel. These or similar implements constructed as part of the boat are legal unless they contravene some class rule. (Examples of class problems could be a one-design class requiring the keel to fit a standard template, or a cutter projecting from the hull when the class has specific “appendage” restrictions.)

YWA RECOMMENDATIONS

Double Handed Crew Experience

The following guidelines to assist Organising Authorities in accepting entries for Double Handed events.

In addition to the Special Regulations both crew shall:

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. both crew to 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

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

- PFD’s to be worn on deck (NOR 2.6)
- The boat must be fitted with a working automatic pilot (NOR 4.4)

Protest ARBITRATION

1. ARBITRATION (previously known as Mediation)
 - 1.1 Rule 44.1 is changed to permit a boat that has broken a rule of Part 2, Part 4 or rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty equal to a finishing place mid-way between the boat's actual finishing place and the score for a disqualification. Half points shall be disregarded and the points of other boats shall not be adjusted.
 - 1.2 An arbitration hearing will be conducted for all protests lodged in accordance with rule 61 which allege an infringement of a rule of Part 2, Part 4 or rule 31. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.
 - 1.3 The time and place of the arbitration hearing will be decided by the arbitrator and such advice may be given verbally. One representative of each boat will attend the arbitration hearing and no witnesses will be allowed. The arbitrator will decide the manner in which testimony is given.
 - 1.4 After taking testimony, the arbitrator will make one of the following conclusions:
 - (a) The protest does not comply with rule 61 and the protestor should withdraw the protest.
 - (b) The matter shall proceed to a protest hearing. This may be because rules not suited to arbitration may be involved or because evidence is too complex or divergent or because injury, serious damage or a significant advantage may have occurred or because of the apparent severity of the alleged infringement or for any other reason decided by the arbitrator.
 - (c) No rule was broken and the protestor should withdraw the protest.
 - (d) A rule was broken by one or more of the boats involved, the infringing boat(s) may accept a scoring penalty as detailed above and if so accepted, the protestor should withdraw the protest.
 - 1.5 An arbitration hearing shall not be re-opened. No conclusion of an arbitrator shall be subject to appeal or be grounds for redress.
 - 1.6 Should the protest proceed to a protest hearing then the arbitrator may be a member of the Protest Committee. Any evidence given by an arbitrator during a protest hearing shall be given only in the presence of the parties to the hearing.

POSITION and DESCRIPTION of MARKS

All positions are approximate. Charts must be used for navigation.

This reference table and positions are provided as a ready reckoner for Navigators.

Any error in the positions shown will not be accepted as grounds for redress.

| NAVIGATION MARKS | POSITION | | Way Pt |
|--|-------------|-------------|--------|
| GAGE ROADS | | | |
| EASTERN SOUTH PASSAGE TRANSIT BEACON | 32° 01.2'S | 115° 37.7'E | |
| WESTERN SOUTH PASSAGE TRANSIT BEACON | 32° 01.3'S | 115° 37.1'E | |
| CENTAUR REEF SOUTH CARDINAL MARK | 31° 52.7'S | 115° 43.0'E | |
| FAIRWAY LANDFALL BUOY | 31° 57.1'S | 115° 38.9'E | |
| HALL BANK BEACON | 32° 01.9'S | 115° 42.7'E | |
| KINGSTON REEFS BUOY | 31° 58.9'S | 115° 33.9'E | |
| 11 METRE BANK ISOLATED DANGER MARK | 32° 03.2'S | 115° 40.7'E | |
| GAGE ROADS DEEPWATER CHANNEL | | | |
| GREEN No. 1 BUOY | 31° 58.7'S | 115° 41.4'E | |
| GREEN No. 2 BUOY | 31° 59.5'S | 115° 41.4'E | |
| GREEN No. 3 BUOY | 32° 00.0'S | 115° 41.5'E | |
| YELLOW No. 4 BUOY | 32° 00.0'S | 115° 40.8'E | |
| RED "A" BUOY | 31° 59.0'S | 115° 41.7'E | |
| RED "B" BUOY | 32° 00.0'S | 115° 41.8'E | |
| COCKBURN SOUND CHANNEL | | | |
| RED "A" CHANNEL MARKER | 32° 03.7'S | 115° 41.3E' | |
| "B" CHANNEL MARKER | 32° 04.3'S | 115° 41.4'E | |
| "C" CHANNEL MARKER | 32° 04.62'S | 115° 41.5'E | |
| "H" CHANNEL MARKER | 32° 06.7'S | 115° 42.0'E | |
| "J" CHANNEL MARKER | 32° 07.1'S | 115° 42.1'E | |
| "K" CHANNEL MARKER | 32° 07.4'S | 115° 42.2'E | |
| "L" CHANNEL MARKER | 32° 07.8'S | 115° 42.2'E | |
| "M" CHANNEL MARKER | 32° 08.2'S | 115° 42.3'E | |
| GREEN No. 1 CHANNEL MARKER | 32° 03.7'S | 115° 41.2'E | |
| No. 9 CHANNEL MARKER | 32° 07.1'S | 115° 42.0'E | |
| No. 10 CHANNEL MARKER | 32° 07.5'S | 115° 42.1'E | |
| No. 11 CHANNEL MARKER | 32° 07.8'S | 115° 42.1'E | |
| No. 12 CHANNEL MARKER | 32° 08.2'S | 115° 42.2'E | |
| SOUTH TRANSIT BEACON (FRONT) | 32° 08.7'S | 115° 42.4'E | |
| SOUTH TRANSIT BEACON (REAR) | 32° 09.2'S | 115° 42.5'E | |
| "F" CALISTA CHANNEL MARKER | 32° 11.9'S | 115° 45.7'E | |
| "G" CALISTA CHANNEL MARKER | 32° 11.5'S | 115° 45.8'E | |
| FREMANTLE HARBOUR ENTRANCE | | | |
| GREEN No. 1 HARBOUR ENTRANCE BUOY | 32° 03.5'S | 115° 43.0'E | |
| RED "A" HARBOUR ENTRANCE BUOY | 32° 03.3'S | 115° 43.0'E | |
| SOUTH MOLE FINISH LINE OUTER BUOY (Red & White PVC pipe) | 32° 03.5'S | 115° 44.0'E | |
| BEAGLE ROCKS ISOLATED DANGER MARK | 32° 03.6'S | 115° 43.6'E | |

POSITION and DESCRIPTION of MARKS continued

| NAVIGATION MARKS | POSITION | | Way Pt |
|--|--------------|--------------|--------|
| COCKBURN SOUND | | | |
| EASTERN CHALLENGER PASSAGE LEAD BEACON | 32 ° 08.7'S | 115 ° 40.2'E | |
| JERVOISE BAY NORTH CARDINAL MARK | 32 ° 08.9'S | 115 ° 45.0'E | |
| JAMES POINT BUOY (Yellow) | 32 ° 13.1'S | 115 ° 44.5'E | |
| OUTER PORT BUOY, CHALLENGER PASSAGE | 32 ° 08.3'S | 115 ° 38.9'E | |
| OUTER STARBOARD BUOY, CHALLENGER PASSAGE | 32 ° 08.3'S | 115 ° 38.8'E | |
| SOUTHERN FLATS BEACON | 32 ° 15.2'S | 115 ° 43.5'E | |
| STIRLING CHANNEL GREEN No. 1 | 32 ° 12.3'S | 115 ° 44.7'E | |
| STIRLING CHANNEL RED “A” | 32 ° 12.2'S | 115 ° 44.7'E | |
| WOODMAN CHANNEL RED | 32 ° 09.3'S | 115 ° 44.1'E | |
| SPAR BUOYS | | | |
| BURNELL BUOY (Red &White PVC pipe) | 32 ° 01.4'S | 115 ° 44.3'E | |
| CAMPBELL BUOY (Red &White PVC pipe) | 31 ° 59.2'S | 115 ° 44.3'E | |
| STANTON BUOY (Red &White PVC pipe) | 32 ° 03.3'S | 115 ° 39.5'E | |
| FSC CLUB BUOY “W” (Yellow) | 32 ° 04.0'S | 115 ° 41.6'E | |
| FREMANTLE SAILING CLUB BuOys | | | |
| FSC CLUB BUOY “S” | 32 ° 05.1'S | 115 ° 41.8'E | |
| FSC CLUB BUOY “P” | 32 ° 06.9'S | 115 ° 42.7'E | |
| FSC CLUB BUOY “C” | 32 ° 03.7'S | 115 ° 41.0'E | |
| FSC CLUB BUOY “D” | 32 ° 06.9'S | 115 ° 43.8'E | |
| FSC CLUB BUOY “M” | 32 ° 05.9'S | 115 ° 43.8'E | |
| FSC CLUB BUOY “O” | 32 ° 06.9'S | 115 ° 45.0'E | |
| FSC CLUB BUOY “W” (Yellow) | 32 ° 04.0'S | 115 ° 41.6'E | |
| HILLARYS YACHT CLUB SPAR BUOYS | | | |
| HYC ANCHOR BUOY | 31 ° 51.13'S | 115 ° 43.5'E | |
| HYC BEACH BUOY | 31 ° 51.7'S | 115 ° 44.4'E | |
| HYC WHALE BUOY | 31 ° 52.0'S | 115 ° 43.2'E | |
| HYC FOAM BUOY | 31 ° 50.6'S | 115 ° 43.2'E | |
| HYC SORRENTO BUOY | 31 ° 50.2'S | 115 ° 44.4'E | |
| HYC SCARBOROUGH BEACH | 31 ° 53.4'S | 115 ° 44.6'E | |
| SEA MARKS | | | |
| FAIRWAY BUOY, GERALDTON | 28 ° 46.2'S | 114 ° 31.8'E | |
| SOUTHERN END, HORSESHOE REEF | 32 ° 25.6'S | 115 ° 40.0'E | |
| WEST OF PEELHURST | 32 ° 26.0'S | 115 ° 44.4'E | |
| BUNBURY Outer Starboard Marker #3 | 33 ° 17.7'S | 115 ° 38.9'E | |
| TCYC BUOYS | | | |
| TCYC CLUB BUOY “E” (PVC pipe) | 32 ° 16.0'S | 115 ° 44.2'E | |
| TCYC CLUB BUOY “F” (PVC pipe) | 32 ° 16.3'S | 115 ° 43.7'E | |
| TCYC CLUB BUOY “I” (PVC pipe) | 32 ° 16.3'S | 115 ° 43.0'E | |
| TCYC CLUB BUOY “J” (PVC pipe) | 32 ° 16.1'S | 115 ° 44.0'E | |
| TCYC CLUB BUOY “L” (PVC pipe) | 32 ° 15.8'S | 115 ° 43.4'E | |
| TCYC CLUB BUOY “Q” (Yellow Buoy approx 100m east of finish line) | 32 ° 16.4'S | 115 ° 43.6'E | |
| TCYC CLUB BUOY “Y” (PVC pipe) | 32 ° 15.3'S | 115 ° 44.1'E | |

YACHTING WESTERN AUSTRALIA

Offshore Rounding Marks Hillarys to Rockingham

NOT INTENDED FOR NAVIGATION



GEORGE LAW FOUNDATION RACE

George Law joined Fremantle Sailing Club in 1987 after building his yacht 'Angel', and was a very active member. After buying 'Battlestar' in 1992, George participated in many inshore and offshore races, winning the Fremantle to Geraldton Return Races, Bunbury, and Mandurah races, the inaugural Port Geographe race and the very competitive Fremantle Harbour Classic. George Law was always identified with his yacht, "Battlestar" which is a Peterson 45 launched 1977 for the Admiral's Cup, when she was skippered by John Bertrand. "Battlestar" completed five Sydney to Hobart Races and in 1999 took the first ever 'all female crew' to compete in the Fremantle to Geraldton and Return Races. Isabel Law and the crew of "Battlestar" have provided the last bell cast by Law Foundries as a perpetual trophy for The Foundation Race to commemorate George's keen interest in sailing, his joy of life and his ability to encourage people to reach their own goal.

SPONSORED BY ISABEL LAW

Organising Authority: **FREMANTLE SAILING CLUB**

Date: **Saturday 20th September 2014**

Warning Signal: from 0925

Classes and Safety: Div 1, 2 & 3 Category 3
Double Handed Category 3

Trophies: IRC & YAH

Series: FSC Success Cup, Beneteau Offshore

Entry Fee: \$50

Entries: Must reach FSC no later than **1700 hrs Monday 15th September 2014**

Start: Boat Start Area, Fremantle

COURSE 1 DIV 1,2,3, & DH (42nm)

Crossing the Start Line

Day Buoy

Kingston Reefs Buoy to Port

Cape Vlamingh to Port

Yellow fishing exclusion Marks west of
Cape Vlamingh to Port.

Their approximate positions are:

32° 00.986 115° 26.381

32° 01.911 115° 26.381

32° 02.005 115° 27.408)

Outer Port Buoy, Challenger Passage to Port

Eastern Challenger Passage Lead Beacon to Port

No. 12 Channel Marker to Port

Red "A" Channel Marker to Stb.

to South Mole Finish Line

RACE OFFICE

FREMANTLE SAILING CLUB

9430 6063

COURSE 2 DIV 1,2,3 & DH (HEAVY WEATHER)

Crossing the Start Line

Day Buoy

Then Red "C" Channel Marker to Port

Gate: leaving "J" Channel Marker to Port

and No.10 Channel Marker to Stb.

Red "K" Channel Marker to Port

Stirling Channel Red A to Port

Jervoise Bay North Cardinal Mark to Port

Eastern Challenger Passage Lead Beacon to Stb.

No. 12 Channel Marker to Port

Red "K" Channel Marker to Stb.

Gate: No.10 Channel Marker to Port

and "J" Channel Marker to Stb.

Red "A" Channel Marker to Stb.

to South Mole Finish Line

46TH GERALDTON CLASSIC

| | | | | |
|----------------------|---|------|----------|-------------|
| Organising Authority | SOUTH OF PERTH YACHT CLUB AND GERALDTON YACHT CLUB | | | |
| History | see "Fremantle to Geraldton Race." on page 45 | | | |
| Date | Friday 24th October 2014 | | | |
| Warning Signal | Division 1 2 & Double Handed | 1325 | Distance | 221 n miles |

| | |
|-----------|---|
| Safety | Category 2 |
| Trophies | IRC and YAH (see further details below) |
| Series | OneSails Blue Water |
| Start | Boat start, Fremantle |
| Entry Fee | \$175 (Includes Geraldton Return Ocean Race) |
| Entries | Shall reach SoPYC no later than 1700 hrs Monday 13th October 2014. late entries will incur an additional \$25 fee. |
| Briefing | At least the skipper and navigator shall attend the race briefing and weather report on Thursday 23rd October 2014, commencing at 1900 to be held at SoPYC. |

| | | |
|---------------|---|---------|
| COURSE | Crossing the Start Line | |
| | Day Buoy | |
| | North Mole Day Buoy at approx | |
| | 32° 02.7'S 115° 43.7'E | to Stb. |
| | Western South Passage Transit Beacon | to Port |
| | Cape Vlamingh (West End), Rottnest Island | to Stb. |
| | Fairway Buoy, Geraldton | |
| | 28° 46.18'S 114° 31.72'E | to Stb. |
| | Bluff Point Lead | |
| | 28° 44.76'S 114° 36.54'E | to Stb. |
| | to Finish Line, crossing in a southerly direction | |

RACE CONTROL:
SOUTH OF PERTH YACHT CLUB 9364 5844
GERALDTON YACHT CLUB 9964 1664

| | |
|--------------------|---|
| FINISH LINE | The finishing line positioning may be impacted by the draft of race participants. Accordingly the precise location of the finishing line will be declared in the supplementary sailing instructions issued to race entrants, but in any case shall be in the vicinity of the entrance to the Batavia Coast Marina and shall be lit with a flashing orange light during the hours of darkness. |
|--------------------|---|

| | |
|----------------------------|--|
| ADDITIONAL TROPHIES | The Hoss, The Navigators, Katrinka IRC Overall, J W Granger Memorial YAH Overall, Gun Trophy, The Batavia Cup and Lobster Pot series. The race program also offers a wide variety of valuable sponsorship prizes and participation awards. |
|----------------------------|--|



Wangara
Volkswagen

46TH GERALDTON RETURN RACE

| | | | | |
|----------------------|--|------|----------|-------------|
| Organising Authority | SOUTH OF PERTH YACHT CLUB AND GERALDTON YACHT CLUB | | | |
| History | see "Geraldton to Fremantle Race" on page 45 | | | |
| Date | Friday 31st October 2014 | | | |
| Warning Signal | Division 1, 2 and Double Handed | 0925 | Distance | 212 n miles |
| Safety | Category 2 | | | |
| Trophies | IRC and YAH | | | |
| Series | OneSails Blue Water | | | |
| Start | Boat Start, Geraldton | | | |
| Entry Fee | Included in the Geraldton Ocean Classic | | | |
| Entries | Shall reach SoPYC no later than 1700 hrs Monday 13th October 2014. | | | |
| Briefing | At least the skipper and navigator shall attend the race briefing and weather report on Friday 31st October 2014, commencing at 0800 | | | |

| | | | |
|---------------|--|--|---------|
| COURSE | Crossing the start line in a southerly direction | | |
| | Day Buoy | | to Stb. |
| | leaving all deep water channel markers | | to Port |
| | Fairway Buoy, Geraldton | | to Port |
| | Fairway Landfall Buoy, Fremantle | | to Port |
| | Hall Bank Beacon | | to Stb. |
| | Leaving Red "A" Harbour Entrance Buoy | | to Port |
| | Green No 1 Harbour Entrance Buoy | | to Port |
| | to South Mole Finish Line | | |

| | |
|-------------------|---|
| START LINE | The Start Line will be between the flagmast bearing an orange flag on the committee vessel and the Sea Tower known locally as "the Pylon" at approximately 28° 44.82'S 114° 36.45'E. Limit marker buoys may be set near the committee vessel and the Pylon and boats shall pass between these marker buoys when starting. The marker buoys will mark the extremity, but not necessarily the position of the start line. |
|-------------------|---|

ADDITIONAL TROPHIES IRC and YAH and line honours trophy's.

RACE CONTROL:
SOUTH OF PERTH YACHT CLUB 9364 5844
GERALDTON YACHT CLUB 9964 1664



Wangara
Volkswagen

ROCKWATER COVENTRY REEF RACE

| | | | |
|----------------------|---|-----------------|------------|
| Organising Authority | FREMANTLE SAILING CLUB | | |
| History | see “The Coventry Reef Race” on page 45 | | |
| Date | Sunday 9th November 2014 | | |
| First Warning Signal | 0925 | Distance Approx | 48 n miles |
| Safety | Category 3 | | |
| Trophies | YAH and IRC | | |
| Series | OneSails Blue Water & Beneteau Offshore FSC Success Cup | | |
| Scoring | NOR rule 2.4.2 applies | | |
| Entry Fee | \$50 | | |
| Entries | Must reach FSC no later than 1700 hrs Monday 3rd November 2014 | | |
| Start | Boat Start Area, Fremantle | | |

COURSE

| | |
|--|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Western South Passage Transit Beacon | to Port |
| Coventry Reef | to Stb. |
| Outer Starboard Buoy, Challenger Passage | to Stb. |
| Eastern Challenger Passage Lead Beacon | to Port |
| No. 12 Channel Marker | to Port |
| Gate: leaving No 10 Channel Marker | to Port |
| and "J" Channel Marker | to Stb. |
| Red "A" Channel Marker | to Stb. |
| To South Mole Finish Line | |

FREMANTLE SAILING CLUB
RACE OFFICE
9430 6063

ROCKWATER IS PLEASED TO SPONSOR THE ROCKWATER COVENTRY REEF RACE



CELEBRATING OUR 40th ANNIVERSARY

Rockwater is a firm which locates and develops groundwater used for heating major swimming pools, for cooling buildings, or for dissipating heat. Examples: Aquatic centres at Fremantle, Beatty Park, and Claremont; pools at three of Perth's prominent schools; Peppermint Grove Library; and CSIRO's Pawsey Centre.

We also find and develop water supplies from groundwater, and evaluate environmental issues. The firm is WA-owned and has operated for 40 years.

ROCKINGHAM RACE WEEKEND

Incorporates the DOLPHIN RACE and the GORDON CRAIG OCEAN RACE

The Rockingham Race Weekend will comprise of the Dolphin Race & the Gordon Craig Ocean Race together with short-course Windward-Leeward racing.

| | | | |
|----------------------|---|------------|--|
| Organising Authority | ROYAL FRESHWATER BAY YACHT CLUB | | |
| Date | Saturday 29th November 2014 and Sunday, 30th November 2014 | | |
| Warning Signal | Saturday – Dolphin Race | from | 0855 |
| | Sunday – Gordon Craig Ocean Race | from | 0855 |
| CLASSES AND SAFETY: | Div 1,2 & 3 | Category 4 | Dolphin Race / Gordon Craig Ocean Race |
| | DH | Category 3 | for Double Handed |
| | Windward / Leeward Races | Category 6 | |
| Trophies | IRC & YAH | | |
| Series | Farrawa Cup, Beneteau Weekend Series | | |
| Start | Saturday - Boat Start, Fremantle | | |
| | Sunday - Boat Start, Mangles Bay, Rockingham | | |
| Entry Fee | \$120 | | |
| Entries | Must reach RFBYC no later than 1700 hrs Monday, 24th November 2014 | | |

Course details will be contained in the Supplementary Sailing Instructions available from the Club website a minimum of 2 days prior to the event.

RFBYC RACE CONTROL: 0421 231 343

The Bill Schulstad Memorial Trophies

These trophies will be awarded to the boats in Divisions 1, 2 and 3 with the best aggregate IRC corrected time for both races (Dolphin Race / Gordon Craig Ocean Race).

Bill Schulstad was a long serving member of The Cruising Yacht Club and instrumental in the famous Cockburn Sound Regattas that dominated the offshore sailing season for many years. Bill was also deeply involved in the administration of yachting through YWA and was a life member of that organisation.

67TH BUNBURY AND RETURN OCEAN RACE

| | | | |
|----------------------|---|------|----------------------|
| Organising Authority | ROYAL FRESHWATER BAY YACHT CLUB | | |
| Date | Saturday 17th January 2015 | | |
| Warning Signal | Blue Water Division 1,2 & DH | 0925 | Distance 169 n miles |
| Safety | Category 3 - Plus the requirement for a permanently installed inboard engine and Personal Locator Beacons for each crew member. | | |
| Trophies | IRC: Division 1,2 and DH YAH: Division 1,2 and DH | | |
| Series | OneSails Blue Water Farrawa Cup (double points) | | |
| Start | Boat Start, Fremantle | | |
| Entry Fee | \$120 | | |
| Entries | Must reach RFBYC no later than 1700 hrs Monday, 12th January 2015 | | |

COURSE

Crossing the Start Line
Day Buoy
Western South Passage Transit Beacon to Port
Mark Boat Bunbury Harbour to Stb.
Western South Passage Transit Beacon to Stb.
Hall Bank Beacon to Stb.
Red "A" Harbour Entrance Buoy to Port
Green No. 1 Harbour Entrance Buoy to Port
to South Mole Finish Line

MARK BOAT BUNBURY at approximately: 33° 18.50'S 115° 39.30' E
will display Code Flag "M" by day and an orange flashing light at night.

RFBYC RACE CONTROL
0421 231 343

IRC STATE CHAMPIONSHIPS 2015

Organising Authority **ROYAL FRESHWATER BAY YACHT CLUB**

Date **Friday 23rd January 2015 through Monday 26th January**

IRC State Championships 2015

Royal Freshwater Bay Yacht Club is proud to host the 2015 IRC State Championships over the Australia Day long weekend; 23 – 26 January 2015. The IRC State Championships is a full weekend of sailing, incorporating a range of windward/leeward, short and long passage races off Fremantle. The Race Committee will determine the courses to be sailed each day dependent on weather conditions.

Results will be announced daily at the RPYC annexe as soon as possible after completion of racing.

| | | |
|----------------|-------------------|-----------|
| Warning Signal | Friday | from 1555 |
| I | Saturday & Sunday | from 0925 |
| I | Monday | from 0855 |

| | | |
|---------------------|-------------|------------|
| CLASSES AND SAFETY: | Div 1,2 & 3 | Category 4 |
| | DH | Category 3 |

| | |
|-----------|--|
| Trophies | IRC |
| Series | IRC State Championship |
| Start | Boat Start, Fremantle |
| Entry Fee | \$300 |
| Entries | Must reach RFBYC no later than 1700 hrs Monday, 19th January 2015 |

Course details will be contained in the Supplementary Sailing Instructions available from the Club website prior to the event.

RFBYC RACE CONTROL: 0421 231 343

FREMANTLE TO BUSSELTON IBERIA RACE

(RACE WEEK FEEDER)

| | | | |
|----------------------|---|------|----------------------|
| Organising Authority | ROYAL PERTH YACHT CLUB assisted by GEOGRAPHE BAY YACHT CLUB | | |
| Date | Friday 13th February 2015 | | |
| Warning Signal | Division 1,2 & DH | 1755 | Distance 110 n miles |
| Safety | Category 3 | | |
| Trophies | YAH and IRC | | |
| Series | OneSails Blue Water | | |
| Entry Fee | \$50 | | |
| Entries | Shall reach RPYC no later than 1700 hrs Monday 9th February 2015 | | |
| Start | Boat Start, Fremantle | | |

COURSE

| | |
|--|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Green No.1 Channel Marker | to Port |
| Gate: leaving "J" Channel Marker | to Port |
| and No.10 Channel Marker | to Stb. |
| No. 11 Channel Marker | to Stb. |
| Eastern Challenger Passage Lead Beacon | to Stb. |
| Outer Starboard Buoy, Challenger Passage | to Port |
| leaving Coventry Reef | to Stb. |
| Bunbury Outer Channel Marker #3 | to Stb. |
| To Port Geographe Finish Line | |

FINISH LINE

The Finish Line will be between the finish boat at 33°37.2'S, 115°22.65'E and a red pyramid buoy approximately 60m to the south east.
Boats will cross in an approximately SSW direction to finish.

RADIO REQUIREMENTS

Additional radio requirements may be notified prior to Entry Date.

RPYC RACE CONTROL

(at FSC RACE OFFICE)

9430 6063

*Presentation of
Iberia Trophy*

will be held at the
Port Geographe Marina Tavern
tentatively at 1600 hours on
Saturday 14th February 2015

Further details will be provided with
Supplementary Sailing Instructions



CARNAC ISLAND RACE

| | | |
|----------------------|--|--------------------|
| Organising Authority | ROYAL PERTH YACHT CLUB | |
| Date | Saturday 14th February 2015 | |
| First Warning Signal | 0925 | Division 2 ,3 & DH |
| | 0955 | Division 1 |
| Safety | Category 4 | Div 1,2 & 3 |
| | Category 3 | Double Handed |
| Pennants | YAH & IRC | |
| Trophies | YAH | |
| Series | Beneteau Offshore Series | |
| Entry Fee | \$50 | |
| Entries | Shall reach FSC no later than 1700 hrs Monday 9th February 2015 | |
| Start | Boat Start, Fremantle | |

COURSE Division 1,2 & DH

44nm

| | |
|--|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Green No. 1 Channel Marker | to Port |
| Gate: Red "J" Channel Marker | to Port |
| and No. 10 Channel Marker | to Stb |
| South Transit Beacon Front | to Port |
| Jervoise Bay North Cardinal Mark | to Stb |
| TCYC Club Buoy "Y" | to Stb |
| South Transit Beacon Rear | to Port |
| Eastern Challenger Passage Lead Beacon | to Stb |
| Outer Port Buoy, Challenger Passage | to Stb |
| Western South Passage Transit Beacon | to Stb |
| to South Mole Finish Line | |

COURSE Division 3

38nm

| | |
|--|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Green No. 1 Channel Marker | to Port |
| Gate: Red "J" Channel Marker | to Port |
| and No. 10 Channel Marker | to Stb |
| South Transit Beacon Front | to Port |
| Jervoise Bay North Cardinal Mark | to Stb |
| Stirling Channel Green No.1 | to Stb |
| South Transit Beacon Rear | to Port |
| Eastern Challenger Passage Lead Beacon | to Stb |
| Outer Port Buoy, Challenger Passage | to Stb |
| Western South Passage Transit Beacon | to Stb |
| to South Mole Finish Line | |

FSC RACE CONTROL
9430 6063

OH & S AROUND THE SOUND RACE

| | | | |
|----------------------|--|------------|---------------------|
| Organising Authority | SOUTH OF PERTH YACHT CLUB | | |
| History | see “Around The Sound Race” on page 45 | | |
| Date | Sunday 15th February 2015 | | |
| Warning Signal | Offshore Division 1 | 0925 | Distance 38 n miles |
| | Offshore Division 2,3 & DH | 0930 | Distance 30 n miles |
| Safety | Offshore | Category 4 | |
| | Double Handed | Category 3 | |
| Trophies | YAH and IRC: | Offshore | |
| Series | Beneteau Offshore | | |
| | Entry Fee | \$50 | |
| Entries | Must reach SoPYC no later than 1700 hrs Monday 9th February 2015. | | |
| Start | Boat Start, Fremantle | | |

COURSE 1 - Div 1,2 & DH

| | | |
|--|--|---------|
| Crossing the Start Line | | |
| Day Buoy | | |
| Red "A" Channel marker | | to Port |
| Gate: leaving "J" Channel Marker | | to Port |
| and No.10 Channel Marker | | to Stb. |
| No 12 Channel marker | | to Stb. |
| Eastern Challenger Passage Lead Beacon | | to Port |
| Jervoise Bay North Cardinal Mark | | to Stb. |
| TCYC Club Buoy "I" | | to Stb. |
| South Transit Beacon Rear | | to Stb. |
| Gate: leaving No.10 Channel Marker | | to Port |
| and "J" Channel Marker | | to Stb. |
| Red "A" Channel marker | | to Stb. |
| To South Mole Finish | | |

COURSE 2 - Div 3

| | | |
|-----------------------------------|--|---------|
| Crossing the Start Line | | |
| Day Buoy | | |
| Red "A" Channel Marker | | to Port |
| Gate: leaving "J" Channel Marker | | to Port |
| and No.10 Channel Marker | | to Stb. |
| No 12 Channel Marker | | to Stb. |
| South Transit Beacon Front | | to Port |
| Jervoise Bay North Cardinal Mark | | to Stb. |
| Stirling Channel Green No 1 | | to Stb. |
| South Transit Beacon Rear | | to Stb. |
| Gate:leaving No.10 Channel Marker | | to Port |
| and "J" Channel Marker | | to Stb. |
| Red "A" Channel marker | | to Stb. |
| To South Mole Finish | | |

SoPYC RACE CONTROL
(at FSC RACE OFFICE)
9430 6063



POT OF GOLD

Organising Authority **HILLARYS YACHT CLUB**
Date **Saturday 7th March 2015**

| | | |
|----------------|------------------------|------|
| Warning Signal | Offshore Division 1 | 0925 |
| | Offshore Division 2 | 0935 |
| | Offshore Division 3 | 0945 |
| | Offshore Double Handed | 0945 |

| | |
|-----------|---|
| Safety | Category 3, offshore |
| Trophies | IRC and YAH |
| Series | Beneteau Weekend |
| Entry Fee | \$65 Includes Shepherdess Cup entry fee. |
| Entries | Shall reach HYC no later than 1700 hrs Monday 2nd March 2015 |

COURSE 1 Division 1 (44.4nm)

(Boat Start – Fremantle)
Crossing the Start Line
Day Buoy
Kingston Reef Buoy to Port
Cape Vlamingh to Port
Western South Passage Beacon to Port
Scarborough Beach Mark to Port
Sorrento Mark to Port
Beach Mark to Port
Sorrento Mark to Port
Lateral Starboard entrance marker Hillarys Marina to Stb.
Finish between Western-most Port Channel Marker off Hillarys Marina and
HYC start tower

COURSE 2 Division 2, 3 & Double Handed (41.2nm)

(Boat Start – Fremantle)
Crossing the Start Line
Day Buoy
Kingston Reef Buoy to Port
Cape Vlamingh to Port
Western South Passage Beacon to Port
Scarborough Beach Mark to Port
Sorrento Mark to Port
Lateral Starboard entrance marker Hillarys Marina to Stb.
Finish between Western-most Port Channel Marker off Hillarys Marina and
HYC start tower

All boats are required to radio offshore race control on rounding Scarborough Beach Mark on VHF 72.

HYC RACE CONTROL
0402 412 545

SHEPHERDESS CUP

Organising Authority **CLAREMONT YACHT CLUB assisted by
HILLARYS YACHT CLUB**

Date **Sunday 8th March 2015**

| | | |
|----------------|------------------------|------|
| Warning Signal | Offshore Division 1 | 0925 |
| | Offshore Division 2&3 | 0930 |
| | Offshore Double Handed | 0930 |

Safety Category 4

Trophies IRC and YAH

Series Beneteau Weekend

Entry Fee Included in Pot of Gold entry.

Entries Shall reach HYC no later than **1700 hrs Monday 2nd March 2015**

COURSE 1 Division 1, 2 & Double Handed

(Boat Start – Sorrento Beach)

Crossing the Start Line

Day Buoy

Centaur Reef South Cardinal Mark to Stb.

Gage Roads Red A Buoy to Port

Campbell Buoy to Stb.

Stanton Buoy to Port

Hall Bank Beacon to Stb.

Fremantle harbour restricted area (SI 5) to Port

to South Mole Finishing Line

All boats are required to radio offshore race control on rounding Stanton Buoy on VHF 72.

HILLARYS RACE CONTROL

0402 412 545

HALLS HEAD OCEAN RACE

| | | | |
|----------------------|--|------------|--|
| Organising Authority | FREMANTLE SAILING CLUB assisted by MANDURAH OFFSHORE FISHING & SAILING CLUB | | |
| History | see "Halls Head and Point Robert Races." on page 46 | | |
| Date | Saturday 21st March 2015 | | |
| Warning Signal | From 0925 | | |
| Classes and Safety: | Div 1,2,3, & DH | Category 3 | |
| Trophies | YAH and IRC: Offshore Division 1, 2,3 & Double Handed | | |
| Series | Beneteau Offshore & FSC Success Cup Series | | |
| Entry Fee | \$70 Includes the Point Robert Return Race nomination | | |
| Entries | Must reach FSC no later than 1700 hrs Monday 16th March 2015 | | |
| Start | Boat Start Fremantle | | |

COURSE 1 - Div 1 & 2 (34nm)

Crossing the Start Line
Day Buoy
Red "C" Channel Marker to Port
Red "J" Channel Marker to Port
No. 10 Channel Marker to Stb.
No. 12 Channel Marker to Stb.
Eastern Challenger Passage Lead Beacon to Stb.
Outer Starboard Buoy Challenger Passage to Port
Coventry Reef to Port
Sea Mark off Southern end Horseshoe Reef to Port
Sea Mark West off Peelhurst to Stb.
to Finish Line at Mandurah,
crossing in a Southerly direction

COURSE 2 - Div 3 & DH

Crossing the Start Line
Day Buoy
Red "C" Channel Marker to Port
Red "J" Channel Marker to Port
No. 10 Channel Marker to Stb.
No. 12 Channel Marker to Stb.
Eastern Challenger Passage Lead Beacon to Stb.
Outer Starboard Buoy Challenger Passage to Port
Coventry Reef to Port
to Finish Line at Mandurah,
crossing in a Southerly direction

MANDURAH FINISH LINE

The Finish is between the mast on the Finish Boat at the Port end and a buoy approx 50 metres to the west, at approx position 32° 31.0 S & 115° 42.4 E.

**FREMANTLE SAILING CLUB
RACE OFFICE
9430 6063**

**MANDURAH OFFSHORE FISHING
AND SAILING CLUB
9535 6251**

POINT ROBERT RETURN OCEAN RACE

| | |
|----------------------|--|
| Organising Authority | FREMANTLE SAILING CLUB assisted by MANDURAH OFFSHORE FISHING & SAILING CLUB |
| History | "Halls Head and Point Robert Races." on page 46 |
| Date | Sunday 22nd March 2015 |
| Warning Signal | From 0925 |
| Classes & Safety | Div 1,2, 3 & DH Category 3 |
| Trophies | YAH and IRC: Offshore Divisions 1, 2, 3 and Double Handed |
| Series | Beneteau Weekend & FSC Success Cup Series |
| Entry Fee | Included in the Halls Head Race nomination |
| Entries | Must reach FSC no later than 1700 hrs Monday 16th March 2015 |
| Start | Boat Start off Mandurah, North of Point Robert |

COURSE 1 - Div 1 & 2 (35nm)

| | |
|---|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Then leaving Sea Mark West of Peelhurst | to Port |
| Sea Mark off Southern end Horseshoe Reef | to Stb. |
| Outer Starboard Buoy, Challenger Passage | to Stb. |
| Eastern Challenger Passage Lead Beacon | to Port |
| No. 12 Channel Marker | to Port |
| No. 10 Channel Marker | to Port |
| Red "J" Channel Marker | to Stb. |
| Red "A" Channel Marker | to Stb. |
| Leaving all Harbour Entrance Marker Buoys | to Port |
| to South Mole Finish Line | |

COURSE 2 - Div 3 and DH

| | |
|---|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Outer Starboard Buoy, Challenger Passage | to Stb. |
| Eastern Challenger Passage Lead Beacon | to Port |
| No. 12 Channel Marker | to Port |
| No. 10 Channel Marker | to Port |
| Red "J" Channel Marker | to Stb. |
| Red "A" Channel Marker | to Stb. |
| Leaving all Harbour Entrance Marker Buoys | to Port |
| to South Mole Finish Line | |

**FREMANTLE SAILING CLUB
RACE OFFICE
9430 6063**

**MANDURAH OFFSHORE FISHING
AND SAILING CLUB
9535 6251**

RPYC 150th Anniversary ALBANY RACE

| | | | |
|----------------------|--|------|----------------------|
| Organising Authority | ROYAL PERTH YACHT CLUB assisted by PRINCESS ROYAL SAILING CLUB | | |
| History | see "The Fremantle to Albany Race" on page 46 | | |
| Date | Friday 17th April 2015 | | |
| Warning Signal | Division 1,2 & DH | 1055 | Distance 336 n miles |
| Safety | <p>Category 2 amended for HF radio and medical as follows:</p> <p>Boats without HF radio under YA SR 3.25.1(a)(ii) and the course VHF repeater coverage, will be allowed to race with permanently installed VHF and carrying a satellite phone capable of sending and receiving voice and text messages. This amends NOR 7 and SI 17.1.2</p> <p>SatPhone numbers will be recorded and tests required prior to the race.</p> <p>Category 2 Medical kit will not be required to carry Morphine or Naloxone Hydrochloride. PLBs and SatPhones may be hired from www.epirbhire.com.au and when done as a single booking per boat, attracts a discount.</p> | | |
| Trackers | YB trackers will be provided and fitted to all competing boats by the OA for the race. | | |
| Trophies | YAH and IRC + tba?? | | |
| Series | OneSails Blue Water | | |
| | Entry Fee \$150 | | |
| Entries | Shall reach RPYC no later than 1700 hrs Monday 6th April 2015 | | |
| Start | Boat Start, Fremantle | | |

COURSE

Crossing the Start Line
Day Buoy
North Mole Day Buoy at approx
32° 02.7'S 115° 43.7'E to Stb.
Western South Passage Transit Beacon to Port
Leaving South East Rock (approx 4.8nm SE of Cape Leeuwin)
and nearby rocks to Port
Leaving Sandy Island and adjoining reefs in the vicinity
of Point D' Entrecasteaux (Windy Harbour) to Port
to Princess Royal Harbour, Albany
(note: South West Reef at approx 34° 53.4'S 115° 59.4'E
may be left on either hand)
To Finish Line

FINISH LINE

The Finish is a Line between the westernmost berth of the land backed wharf and a navigation mark 500 meters to the south light by a quick flashing light at night.??

RADIO REQUIREMENTS

Additional radio requirements may be notified prior to Entry Date.

RPYC RACE CONTROL

9430 6063??

CAPE VLAMINGH RACE

| | | | |
|----------------------|---|--|---------------------|
| Organising Authority | EAST FREMANTLE YACHT CLUB | | |
| Date | Saturday 18th April 2015 | | |
| Warning Signal | Offshore Division 1 | 0925 | Distance 39 n miles |
| | Offshore Division 2, 3 & DH | 0930 | Distance 39 n miles |
| Safety | Category 3 | Offshore & Double Handed | |
| Trophies | YAH | Offshore Divisions 1, 2,3 & Double Handed | |
| | IRC | Offshore Divisions 1, 2,3, & Double Handed | |
| Series | Beneteau Offshore | | |
| Start | Boat Start Fremantle | | |
| Entry Fee | \$40 | | |
| Entries | Must reach EFYC no later than 1700 Hrs Monday 13th April 2015 | | |

COURSE 1 OFFSHORE DIVISION 1, 2 ,3 & DH

| | |
|--------------------------------------|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Eastern South Passage Transit Beacon | to Stb. |
| Western South Passage Transit Beacon | to Port |
| Cape Vlamingh | to Stb. |
| Fairway Landfall Buoy | to Stb. |
| Eastern South Passage Transit Beacon | to Port |
| to South Mole Finish Line | |

EFYC RACE CONTROL
(at FSC RACE OFFICE)
9430 6063

COURSE 2 OFFSHORE DIVISION 1, 2,3 & DH (LIGHT/ HEAVY WEATHER)

| | |
|---|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Eastern South Passage Transit Beacon | to Stb. |
| Western South Passage Transit Beacon | to Port |
| Day Buoy-1n.m East of Phillip Rock | to Stb. |
| (approx location 115.34.50°E 32.00.3°S) | |
| Fairway Landfall Buoy | to Stb. |
| Eastern South Passage Transit Beacon | to Port |
| to South Mole Finish Line | |

ALBANY TO FREMANTLE ANZAC COMMEMORATIVE YACHT RACE

| | | | |
|----------------------|---|------|----------------------|
| Organising Authority | ROYAL PERTH YACHT CLUB assisted by PRINCESS ROYAL SAILING CLUB | | |
| History | see "The Albany to Fremantle Race" on page 46 | | |
| Date | Saturday 25th April 2015 | | |
| Warning Signal | Division 1,2 & DH | 1150 | Distance 336 n miles |
| Safety | Category 2 amended for HF radio and medical as follows: Boats without HF radio under YA SR 3.25.1(a)(ii) and the course VHF repeater coverage, will be allowed to race with permanently installed VHF and carrying a satellite phone capable of sending and receiving voice and text messages. This amends NOR 7 and SI 17.1.2 SatPhone numbers will be recorded and tests required prior to the race. Category 2 Medical kit will not be required to carry Morphine or Naloxone Hydrochloride. PLBs and SatPhones may be hired from www.epirbhire.com.au and when done as a single booking per boat, attracts a discount. | | |
| Trackers | YB trackers will be provided and fitted to all competing boats by the OA for the race. | | |
| Trophies | YAH and IRC ?? | | |
| Series | OneSails Blue Water | | |
| Entry Fee | The fee for this race is included in the RPYC 150th Anniversary Albany Race | | |
| Entries | Shall reach RPYC no later than 1700 hrs Monday 6th April 2015 | | |
| Start | Albany marina | | |

COURSE

Crossing the Start Line
Leaving Sandy Island and adjoining reefs in the vicinity
of Point D' Entrecasteaux (Windy Harbour) to Stb
Leaving South East Rock (approx 4.8nm SE of Cape Leeuwin)
and nearby rocks to Stb
Western South Passage Transit Beacon to Stb
To South Mole Finish Line

RADIO REQUIREMENTS

Additional radio requirements may be notified prior to Entry Date.

RPYC RACE CONTROL

9430 6063??

VALMADRE CUP SERIES 2015

| | | |
|----------------------|--|------------------------|
| Organising Authority | FREMANTLE SAILING CLUB | |
| History | see "The Valmadre Series" on page 46 | |
| Dates | Arlene Race | 20th June 2015 |
| | Ensign Races | 4th July 2015 |
| | Mayflower Race | 18th July 2015 |
| | Voladora Race | 1st August 2015 |
| Warning Signal | Division 1 & 2 | 0925 |
| | Division 3 & DH | 0930 |
| Safety | Category 4 | |
| Trophies | IRC: | Division 1,2,3 and DH |
| | YAH : | Division 1,2,3 and DH |
| Series | The Valmadre Cup (four races, three to count) | |
| Entry Fee | \$80 | |
| Entries | Must reach FSC no later than 1700 hrs Monday prior to the race date | |
| Start | Boat Start Fremantle | |

The Division splits for the Valmadre Cup Series are set by FSC prior to the series start and may not be the same as the Offshore Series divisions.

Valmadre Cup Series

Presentation of Trophies
will be held at
Fremantle Sailing Club

Approximately 1 hour after the last boat finishes
1st August 2015

All Skippers, crews, partners and friends
are invited to attend.

Details will be available closer to
the function date.



VALMADRE CUP SERIES 2015

COURSES FOR DIVISIONS 1,2,3 & DH

COURSE 1 – NORTH EAST OR SOUTH WEST 25 nm

| | |
|--------------------------|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Hall Bank Beacon | to Stb. |
| Campbell Buoy | to Port |
| Stanton Buoy | to Stb. |
| Campbell Buoy | to Port |
| Hall Bank Beacon | to Port |
| Burnell Buoy | to Stb. |
| Harbour Entrance Red A | to Port |
| Harbour Entrance Green 1 | to Port |
| South Mole Finish | |

COURSE 2 – WEST OR EAST 24 nm

| | |
|--------------------------------------|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Eastern South Passage Transit Beacon | To Port |
| Stanton Buoy | To Port |
| Burnell Buoy | To Port |
| Eastern South Passage Transit Beacon | To Stb. |
| Hall Bank Beacon | To Stb. |
| Harbour Entrance Red A | To Port |
| Harbour Entrance Green 1 | To Port |
| South Mole Finish | |

COURSE 3 – EAST OR WEST 22 nm

| | |
|--------------------------------------|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Eastern South Passage Transit Beacon | To Stb. |
| Hall Bank Beacon | To Stb. |
| Stanton Buoy | To Stb. |
| Hall Bank Beacon | To Stb. |
| 11m Isolated Danger Mark | To Port |
| Harbour Ent Green 1 | To Port |
| South Mole Finish | |

COURSE 4 - NORTH OR SOUTH 24 nm

| | |
|--------------------------|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Campbell Bouy | To Stb. |
| Burnell Bouy | To Stb. |
| Hall Bank Beacon | To Stb. |
| Gage Roads Red A Buoy | To Stb. |
| Campbell Buoy | To Stb. |
| Burnell Buoy | To Stb. |
| Harbour Entrance Red A | To Port |
| Harbour Entrance Green 1 | To Port |
| South Mole Finish | |

COURSE 5 - NORTH WEST OR SOUTH EAST 28 nm

| | |
|--------------------------|---------|
| Crossing the Start Line | |
| Day Buoy | |
| Fairway Buoy | To Stb. |
| Gage Roads Red A | To Stb. |
| Hall Bank Beacon | To Stb. |
| Fairway Landfall Buoy | To Stb. |
| Gage Roads Red A | To Stb. |
| 11m Isolate Danger Mark | To Port |
| Harbour Entrance Green 1 | To Port |
| South Mole Finish | |

COURSE 6 - HEAVY WEATHER 19 nm

| | |
|----------------------------------|---------|
| Crossing the Start Line at FSC L | |
| 11m Isolated Danger Mark | To Port |
| FSC S | To Stb. |
| FSC P | To Stb. |
| FSC S | To Stb. |
| FSC D | To Port |
| FSC M | To Stb. |
| FSC O | To Stb. |
| FSC S | To Stb. |
| Beagle Rocks ISO Mark | To Stb. |
| South Mole Finish | |

The South Mole Finishing Line shall be between a point approx. 150 metres East of the South Mole Lighthouse and the Yellow FSC mark B as an outer buoy located at the 32° 03.52' and 115° 44.07'E – bearing approximately 180 degrees from the South Mole at a distance of approximately 0.15 nautical mile.

RACE HISTORY and INFORMATION

Fremantle to Geraldton Race.

The Fremantle to Geraldton and Return Ocean Classic is amongst the oldest and longest of the traditional annual Blue Water races held in Western Australia. Now in its 46th year the race is a traditional pre-qualifying race for WA based yachts aiming to compete in the Sydney to Hobart yacht race. Both the northern and southern legs are Category 2 safety rated races and present one of the most challenging races in the annual calendar. This race is traditionally a downwind flyer where the biggest and fastest yachts in the region campaign to get their names into the coveted fastest record book and the entire fleet aims to hang out the spinnakers and surf all the way the Geraldton. The race has been won by a variety of Western Australian sailing legends over the decades and has also seen a variety of national and international race entrants compete, such as Elle Racing and more recently Limit. The race was dominated for many years by Rolly Tasker in various versions of Siska and this race forms an integral part of the prestigious annual Bluewater Siska Trophy series.

The Geraldton and Return Race is differentiated from other Bluewater races in that it incorporates the Lobster Pot Regatta associated with the yachts layover in Geraldton for the week between the two races. The October 2014 race is the 46th Fremantle to Geraldton race and will be commemorating the 100 year anniversary of the Geraldton Yacht Club

Geraldton to Fremantle Race

The Geraldton to Fremantle return race marks the end of the Geraldton Ocean Classic Race Week where the traditional socialising and casual yacht racing have forged lasting memories for the competitors over the decades. The race back to Fremantle is traditionally a hard into the wind slog that tests the endurance and strength of the boats and their crew. The upwind and downwind races rarely feature the same winners and the overall race results are combined to find out who has handled the variety of conditions the best.

Around The Sound Race

The Around the Sound Race is an inshore sheltered day race held in Cockburn Sound in the vicinity of Garden and Carnac islands. The race is designed to suit entry level cruiser racers under safety category 4 (DH Cat 3) where river based club racers have the opportunity to experience some ocean racing on a course designed to test their sailing proficiency on all wind angles. The race also presents an opportunity for Bluewater racers to train new crew members in preparation for their offshore race campaigns. This race often attracts additional entrants who are not necessarily competing for an entire series of races, but wish to get their boats out to sea occasionally. The boost in casual entrant numbers adds to the ambience of the day race.

The Foundation Race

The Foundation race goes back to 1978. In those days the offshore season had some 37 races on their books. The foundation race was a rather short race of around 30NM. It was named after the Foundation Day Public Holiday. In 1981 it was moved to the 1st event to become the Opening Day race for the Offshore Season, which by then had dropped to only 30 races! Between 1997 and 1999 it was replaced as Opening Day Race, but was reinstated in that role in 2000 and is still the season Opening Race to this day. In 2004 the race was sponsored by Isabel Law, the widow of the late George Law, owner of the well-known Peterson 45 'Battlestar', and the race was named the George Law Foundation Race as it is today.

The Coventry Reef Race

From the mid 70's a Coventry Reef race was run by the South of Perth Yacht Club as a Division 3 race in conjunction with their non-stop Mandurah and Return race. In 1985 Fremantle Sailing Club introduced the Gordon Haselhurst memorial race, to Coventry Reef and return - the only difference was that the Fremantle Sailing Club race rounded the reef to starboard while South of Perth Yacht Club race that rounded it to port. In 1991 SOPYC discontinued the Coventry Reef race, but it was not until 1997 that FSC added 'Coventry Reef' to the title of the race. In 2011 the Gordon Haselhurst family trust discontinued their sponsorship and in 2012 'RockWater' took up on the Sponsorship. In all the history of the race only one boat has won the race in two consecutive years both on YAH and on Ratings - Which boat was it?

RACE HISTORY and INFORMATION -continued

Halls Head and Point Robert Races.

Fremantle Sailing Club introduced these races in 1983 in conjunction with what was then the Mandurah Yacht Club at Halls Head. Over the years these races have become the most popular events on the calendar, taking over from the now defunct Bunbury City Classic and the Cape Bouvarde races as the premier stop-over event. Apart from the merger of the MYC with the local fishing club in 2001 to form MOFSC, when the boats were able to go into pens in the marina, instead of anchoring offshore, very few changes have been made to the event and it has never had a sponsorship.

The Valmadre Series

When FSC was established in 1908, the Valmadre Cup was the 2nd race in the season. The trophy was donated by a founding member, Mr A.G. (Paddy) Valmadre. The race discontinued with the WW1, and the trophy 'disappeared'. Out of the blue, in 1985, some 70 years later, the original Valmadre trophy re-appeared with a person from Queensland, and FSC paid \$20 to get it back! In 1987 the Fremantle Sailing Club decided to introduce an Offshore Winter Series and named it the Valmadre Series, and using the original trophy from 1908. This series originally consisted of three races, the Arlene, Ensign and the Mayflower. These names were from the 1st, 2nd and 3rd place getters in the original race in 1908. Later, in 2007 an additional 4th race, the Voladora was introduced, named after the last boat in the original 1908 race.

The Fremantle to Albany Race

This race was previously last competed as the "Albany Centenary Race" in 2009 to celebrate the Princess Royal Sailing Club Centenary. That race was convincingly won by Peter Vlaar in Farrago taking first place in IRC and YAH. The race prior to that was 12 years earlier in 1997, as it tapered away from its annual competition back in the 70's and 80's. In 2015 it is being used to help celebrate the Royal Perth Yacht Club 150th anniversary.

The Albany to Fremantle Race

The prior running of the Albany to Fremantle was in 1983 when G.Crimp in Gun took first place in both IOR and YAH. The 32 year absence of this race on the calendar has seen a lot of interest with its reemergence to help celebrate the ANZAC celebrations.

GENERAL INFORMATION

Radio Frequency Information

Volunteer Sea Rescue Groups

Radio Weather & Warnings

Weather From the Web

Inflatable PFD Maintenance

Safety & Sea Survival Courses 2014/15

Safety at Sea

The Instant Doctor at Sea

Medication Reference

IRC Rating

Measuring Your Yacht for IRC

YWA Offshore Handicap System

YWA Handicap & Registration Form

Offshore Equipment Compliance Card

YWA Offshore Race Entry Form

Results for 2013 - 2014 Season

Race Control Team

Race Signal Flags



RADIO FREQUENCY INFORMATION

RACE CONTROL FREQUENCIES

Always check sailing instructions!

| | | |
|--------|----------------------|---|
| * * | 4146 kHz 6227 kHz | Position Reports and other traffic with Race Control. As above. Additional frequency required for Category 2 events. |
| | VHF CH 72 | Position Reports and other traffic with Race Control. Ship - Ship Working channel. Compulsory for all Events |

* Denotes Compulsory Frequencies for Yachts required to carry MF/HF

WEST COAST SEA SEARCH AND RESCUE

The network includes two remotely controlled HF transceivers located at Canning Mills and Port Hedland and linked to the Water Police Coordination Centre at North Fremantle.

'COAST RADIO PERTH' and 'COAST RADIO PORT HEDLAND'

| | | |
|-------------|----------------------------------|--|
| * * * | 4125 kHz 6215 kHz 8291 kHz | Radiotelephony Distress, Urgency and Safety Traffic. |
| | 8176 kHz | Scheduled Navigation Safety Warnings. Perth: 1457 & 1857 HRS WST Port Hedland 1257 & 1657 WST |
| | VHF CH 16 | Distress, Urgency and Safety Traffic |
| | VHF CH 67 | Supplementary Distress, Urgency and Safety Traffic Perth Only: Local Weather and Navigation Safety Warnings at 0718 & 1918 HRS WST. Severe Weather Warnings at 18 minutes past odd numbered hours. |

* Denotes compulsory frequencies for yachts required to carry MF/HF

Note: additional compulsory HF frequencies 4149, 6230, 8113 and 12362 for weather broadcasts from VMW.

WATER POLICE COORDINATION CENTRE - NORTH FREMANTLE

Phone 9442 8600 Emergency and Enquiries
9442 8615 Fax

OPTIONAL DIGITAL SELECTIVE CALLING (DSC) ALERT FREQUENCIES FOR SUITABLY EQUIPPED VESSELS

| MF/HF DSC | ASSOCIATED RADIOTELEPHONY | |
|--|--|---|
| 4207.5 kHz 6312 kHz 8414.5 kHz 12577 kHz 16804.5 kHz | 4125 kHz 6215 kHz 8291 kHz 12290 kHz 16420 kHz | For sending DSC Distress, Urgency or Safety Alerts and Subsequent radiotelephony traffic Through Wiluna or Charleville to "RCC Australia VIC" in Canberra |

Note: VHF DSC Ch70 uses associated radiotelephony VHF Ch 16.

VHF Repeater Stations

Coastal VHF Repeaters at strategic locations significantly extend the range of VHF transmissions. A network of VHF repeater stations is developing on the WA Coast. The stations are both government and privately funded. To determine if a repeater network is available in your locality you should switch to a repeater channel and hold the microphone switch down and release it. If a brief 1 second tail (burst) of noise is heard then you are activating the repeater. If not, you are probably out of range. To discourage lengthy conversations a time restriction facility normally limits individual transmissions to 30 seconds. VHF Repeaters will operate for boat to boat and boat to shore communications when both stations are in range of the repeater station.

RADIO INFORMATION -continued

VHF Repeater Stations from Geraldton to Albany

| VHF | Nearest town/VMR | Repeater Site Name |
|-----|------------------|-----------------------------|
| 81 | Geraldton | Abrolhos Islands – Rat |
| 21 | Jurien Bay | Mt. Leseur |
| 81 | Fremantle | Rottnest |
| 82 | Mandurah | Turner Hill |
| 81 | Capel ACRAM Base | Cape Naturaliste |
| 82 | Augusta | Hillview Golf Course |
| 81 | Windy Harbour | Cathedral Rock |
| 21 | Walpole | Young’s Hill – Telstra Site |
| 22 | Peaceful Bay | Mt. Shadforth |
| 82 | Albany | Mt. Clarence Green Range |

HF Radio Management

The most common problems with HF radio operation on board yachts are DC Power, Antennas & Grounding.

DC Power: An average HF radio requires 20~30 amps when transmitting and poorly charged batteries will result on very low transmitter power. This is a common problem experienced during offshore racing. Keep the radio batteries fully charged and if in doubt increase the capacity. See voltage/charge chart.

Charging the Radio Battery for 30 minutes prior to radio schedules will increase transmitter power resulting in better communications. Stopping engine/charging system during radio schedule is recommended.

Antenna: The most efficient antenna on a yacht is an insulated back stay coupled to Automatic Antenna Tuner fitted near the base of the backstay (an emergency antenna should be considered in case of de-masting).

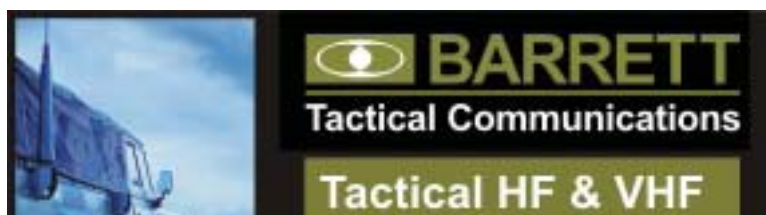
Grounding: All HF yacht antennas require a grounding system to work efficiently. Many yachts have metal keels which are bolted through the hull; generally these make excellent ground point. If a metal keel is not available then a grounding plate can be installed through the hull.

Top Tips:-

1. Check & clean all antenna/battery connections.
2. Add additional grounding if suspect (aux engine can be used)
3. Keep communications battery fully charged; if possible separate from other house batteries.
4. Consider a charging method for races more than 12 hours.
5. If possible charge communications battery for 30 mins prior to radio scheds.
6. Restrict usage/demand on house batteries if is not possible.

Voltage Charge

| | |
|-------|------------|
| 12.7V | 100% |
| 12.4V | 75% |
| 12.2V | 50% |
| 12.0V | 25% |
| 11.9V | Discharged |



VOLUNTEER SEA RESCUE GROUPS

VHF channels suffixed (R) below are repeater stations. Mandurah Water Rescue monitors the VHF CH 82 repeater located on Turner Hill (elevation 366 metres) east of Pinjarra during their watch hours. Its approximate range extends north to Mindarie and south to Bunbury. ACRM Base at Capel monitors their VHF CH 80 repeater located just south of the Cape Naturaliste Lighthouse. Its approximate range extends north to Dawesville and south to Hamelin Bay. Information on the use of repeaters is contained in the Marine Radio Operators Handbook

| Name - Stations are best called by their name | Call Sign | 27MHz | VHF | MF/HF | Phone | Hours |
|---|-----------|------------|-----------------------------------|--------------------------|--------------|--|
| Carnarvon Sea Rescue | VMR 676 | 88 | 16, 73 | 4125 | 9941 3613 | 0700-2030 |
| Shark Bay Vol. Marine Rescue | VMR 675 | 88, 90 | 72 | | 9948 1201 | No Monitoring |
| Kalbarri Sea Rescue | VMR 673 | 90 | 16, 80(R) | | 9937 2112 | 24/7 |
| Geraldton Sea Rescue | VMR 670 | 91 | 72 | 4125 | 9964 3543 | 24/7 |
| Port Denison Sea Rescue | VMR 667 | 88, 91 | 16, 73 | 4125 | 9927 1770 | Summer 0700-1700 Winter 0800-1600 |
| Leeman Sea Rescue | VMR 664 | 91 | 16, 73 | 2182 | 9953 1164 | 27meg & VHF 24/7 HF no set hours |
| Jurien Bay Sea Rescue | VMR 661 | 91 | 21(R) | 4125 | 9652 1950 | 27meg & VHF 24/7 HF daylight hours |
| Lancelin Sea Rescue | VMR 688 | 91 | 16 | 4125 | 9655 1289 | 27 meg & VHF24/7 HF no set hours |
| Two Rocks Sea Rescue | VMR 677 | 88,91 | 16,73 | 4125 | 9561 5777 | Summer 0600-1800 Winter 0700-1700 |
| Whitfords Sea Rescue | VJ6LQ | 88, 90, 91 | 16,73 | 4125 | 9401 3757 | 24/7 |
| Fremantle Sea Rescue | VN6DI | 88, 90 | 16,73 | 2182, 4125 | 9335 1332 | 24/7 |
| Cockburn Sea Rescue | VH6CL | 90 | 73 | | 9410 1544 | 24/7 |
| Rockingham Sea Rescue | VN6KC | 88, 90 | 16, 73 | 2182, 4125 | 9528 2222 | 24/7 |
| Mandurah Volunteer Marine Rescue Group inc. | VMR 611 | 91 | 82(R), 73 | 4125 | 0409 081 801 | 0600-1800 7 days Summer, Winter W/ends & public hols |
| Bunbury Sea Rescue | VMR 634 | 88 | 73 | 4125 | 0418 926 442 | No Monitoring |
| Busselton Sea Rescue | VMR 640 | 88 | 16 | | 0407 755 715 | No Monitoring |
| Naturaliste Sea Rescue | VMR 631 | 88, 91 | 73 | 4125 | 9781 3030 | No Monitoring |
| Margaret River Sea Rescue | VMR 628 | 88 | 16 | | 9755 5579 | Summer 0700-1900 Winter 0700-1800 |
| Augusta Sea Rescue | VMR 625 | 88 | 16 | 4620 | 9758 1575 | No Monitoring |
| Albany Sea Rescue Squad | VMR 610 | 88 | 16, 81/82(R) (main channel 82) | 2182. 4125 6215, 8291 | 0427 923 557 | 24/7 (HF weekends only) |
| ACRM (Capel) | VH6FKC | 88 | 16/80(R) | by arrangement | 9727 2451 | 0700-2200 |

RADIO WEATHER and WARNINGS

Coastal waters forecasts are for areas within 60 nautical miles of the coast. Coastal and local waters forecasts are issued twice daily. Updates may be issued at other times. Warnings for coastal waters are issued whenever strong winds, gales, storm force or hurricane force winds are expected. The initial warning attempts to provide around 24 hours lead-time and warnings are renewed every 6 hours.

Terminology

Wind speed is the average speed of the wind over a 10-minute period at a height of 10 metres above the surface

Gusts are increases in wind speed lasting for just a few seconds. The speeds are typically 30 to 40 per cent higher than the average wind speed, but stronger gusts are likely in the vicinity of showers, thunderstorms and frontal systems.

Strong wind warning: 26 to 33 knots. Gale warning: 34 to 47 knots. Storm force wind warning: 48 to 63 knots.

Wave height (trough to crest) for both sea and swell in Bureau observations and forecasts refers to 'significant wave height' that represents the average height of the highest one-third of the waves.

VHF Marine Broadcasts

| | VHF | Broadcast Times | Tel No. |
|------------------|--------------|------------------|-----------|
| Water Police VHF | Perth 16/67 | 0718, 1318, 1918 | 9442 8600 |
| BOM | Geraldton 73 | 0615, 0815, 1615 | 9923 3671 |

HF Voice Radio Marine Broadcasts from VWM

VMW (Wiluna) broadcasts on 4149 and 16528 kHz during daytime 7am-6pm. At night 6pm-7am VWM broadcasts on 2056 and 6230 kHz. At anytime VMW may also broadcast on 8113 and 12362 kHz.

VWM Forecast and Warnings Schedule (WST)

| | | | | | | | |
|----------------------------|---|------|------|------|------|------|-------|
| Western Australia Forecast | 0030 | 0430 | 0830 | 1230 | 1630 | 2030 | hours |
| Weather Warnings | every hour commencing 0000. | | | | | | |
| Navigation Warnings | from Coast Radio Perth on 8176 kHz at 1457 and 1857 hours | | | | | | |

WEATHER FROM THE WEB

There are a growing number of weather sites on the web. They all provide a verity of weather forecasting services with one of their more useful tools being GRIB files.

GRIB stands for Gridded Information in Binary and is the standard format used to transmit coded weather data. Some programs just translate these files and display the data while others interpret the data and often compare different computer models.

“Is it legal to download GRIB files whilst racing?”

Rule 41 of the Racing Rules of Sailing (RRS) state “A boat shall not receive help from any outside source, except ...”, and the exception is 41 (C) which states “help in the form of information freely available to all boats;” The GRIB files that are freely available (no subscription charge) are legal and can be downloaded whilst racing. However it would be illegal to download the high resolution (1km/8km) GRIB files whilst racing if they are only available to those who pay a subscription fee. Downloading these High Resolution GRIB files before the start of the race is legal.

Notice Of Race item 9 Communication Restrictions, states the usage.

This page lists a number of the programs available, some are completely free but others contain some free information but to obtain the best from the site you need to subscribe.

1. Bureau of Meteorology

Go to <http://www.bom.gov.au/marine/> and select the WA tab at the top to see a host of free wind, wave, current, tide and prediction tools. The square tabs under the heading “National Services” provide wind, tide, current and wave information that can be configured to display in combinations of information and formats. Spend some time to work out which best suite your needs.

2. IMOS

<http://www.imos.org.au/> is the place to go to see what is happening with the ocean currents. Again all information on this site is free.

3. UGRIB

www.grib.us This site allows you to download a freeware application Ugrib that allows instant and fully customizable access to global weather data. Once you register you can download install-UGRIB.exe and install Ugrib.exe on your PC. It was designed for use on boats with limited bandwidth so the files are small. All data provided by this program is free.

4. PredictWind.com

www.predictwind.com is the place to start. You can then register to take the free version or buy a subscription at one of 3 levels. Once logged in you will be using the forecast.predictwind.com page and can select from there. To get the most from this site spend some time reading the tutorials. This is a more sophisticated program. It allows you to change between the GFS and the CMC computer modals that often differ slightly besides using the interpretation provided by PredictWind.

5. Buoyweather.com

www.buoyweather.com takes you to the initial screen. Again there is a certain amount of free information but by subscribing you can obtain a lot more. For instance forecasts go from 2 days to 7 days and more charts become available. Similar to PredictWind time spent reading the various explanations will enable you get the most from this worldwide site.

6. Saildocs

www.saildocs.com is an email-based document-retrieval system for the “bandwidth-impaired”, for the delivery of text-based Internet documents either on request or by subscription. Saildocs can deliver web pages including text weather forecasts, and provides subscriptions for automatic delivery. Additionally Saildocs provides custom grib weather-data files per request from data downloaded from NOAA/NCEP and other sources, see “gribinfo”.

It is suggested you try a number of different sites and on several occasions compare their predictions to what actually occurs, then choose a few that suit your needs at varying times before a race and then use the information provided in planning your race.

Weather information can also be accessed via HF and lap-top; there are free-ware weather fax programs that run very smoothly with Windows XP or Windows 7. Examples are Viewfax (saildocs), Mscan and JVCom32.

GRIB files, synoptic charts (or gradient wind charts), and satellite pictures used in conjunction with each other give a very accurate forecast.

For anyone sailing in the tropics tropicalstormrisk.com is excellent for tracking cyclones.

INFLATABLE PFD MAINTENANCE

Caring for your INFLATABLE PFD (From an article on the UK RNLI website)

As with all safety and emergency equipment, servicing your inflatable PFD is most important. Whatever type of PFD you use, it will need basic maintenance to keep it working properly.

General inspection and maintenance

At least every six months, all PFDs should be inflated orally or by hand pump to avoid moisture build up inside the jacket, and left inflated for 24 hours to ensure they hold their pressure and to see if there are any leaks or damage. You can also check straps, Velcro enclosures and folded corners for wear and tear and check that the retro-reflective tape is firmly attached to the jacket surface. At three monthly intervals, check webbing and stitching, all buckles, zips and D-rings and ensure the whistle is securely fastened.

The PFD should be repacked correctly, as per the manufacturers folding instructions. When not in use, PFDs should be stored in a dry, well-aired area. Out of season the PFD should be opened up, partially inflated (to remove folds) and stored on a non metal coat hanger.

If the jacket is fitted with a light, check its operation and that the battery is in date – replace if necessary. Some lights are salt water activated and must be replaced after use.

CO2 cylinder maintenance

The CO2 cylinder should be checked for corrosion and tightness at least every three months as these cylinders may become loose and fail to operate and corrosion may cause the cylinder to leak.

A monthly tightness check and a three-monthly bottle examination should be carried out.

Remove the cylinder and check the operating head. Test the operation by pulling the lanyard and checking that the firing pin travels forward and returns freely and the pin is not worn or bent. Take care with the plastic safety clip, which is designed to break when operated, and may need to be replaced.

If the cylinder thread is corroded with white powdery deposit, brush it off with a stiff nylon brush and blowout excess particles prior to spraying with a water-repellent lubricant. Also, wipe the cylinder surface with lubricant. Any part of the jacket that was in contact with a rusty cylinder should be checked for damage and may need to be repaired by the manufacturer.

On PFDs fitted with a hydrostatic trigger, the hydrostatic device must be replaced at the correct intervals and particular care must be taken to ensure that the gas cylinder is correctly tightened, as there have been reported instances of the cylinder becoming detached on this type of jacket.

IF ANY PART OF THE CYLINDER HAS A RED, RUSTY SURFACE, IT MUST BE REPLACED IMMEDIATELY

It is advisable to carry a spare re-arming kit onboard in case the PFD is accidentally activated.

If you are at all unsure about maintaining your PFD, then it should be serviced annually by a qualified agent.

SAFETY AND SEA SURVIVAL COURSES 2014/15

FOR OFFSHORE RACING AND CRUISING SAILORS, SAILING AND POWER YACHTS

Yachting Western Australia will be conducting courses for the Yachting Australia Safety and Sea Survival Certificate on:

| | |
|------------------|------|
| 18 & 19 October | 2014 |
| 15 & 16 November | 2014 |
| 13 & 14 December | 2014 |
| 7 & 8 February | 2015 |
| 14 & 15 March | 2015 |
| 12 & 13 April | 2015 |
| 9 & 10 May | 2015 |

See the YWA web site for up to date details and enrolment www.wa.yachting.org.au

Revalidation of the Safety and Sea Survival Certificate

The SSC qualification is valid for 5 years. The re-validation must be done in the same year that the qualification expires, or the full course must be done again. People requiring re-validation only attend the Sunday of the above courses.

Geraldton, Albany, Bali and Cape Naturaliste races

The SSSC must be held by at least 30% of the crew for Cat. 2 races, and 50% for Cat. 1. See Rules Part 1 Section 6.

Course information

The course is designed to develop your knowledge and skills for offshore racing and cruising, for the crews of both sail and power yachts. It complies with the requirement of the Racing Rules of Sailing Special Regulations 6.01 Training p. 253, and meets all the requirements for international recognition by ISAF. The course covers a variety of topics including safety procedures, flare demonstrations, wet drills and other safety equipment. Each participant will be assessed throughout the course and be required to complete a practical wet drill and pass a theory exam. The exam is on the Yachting Australia Special Regulations Part 1, as in the "Blue Book".

There are no pre-requisite qualifications for participants in this course, however, Yachting WA expects that most will be current crew on offshore racing yachts, or have current experience in offshore cruising. However, people new to offshore sailing should also undertake this course as soon as possible, to prepare them for a safety conscious approach to their life at sea. The course registration form provides for information about relevant qualifications and experience.

Course Fees:

Full Course \$440 per participant (inc. GST)

Re-validation \$275 per participant (inc. GST)
(re-validation is required every 5 years)

Yachtmasters: a current SSSC is a mandatory qualification to keep your Yachtmaster-Offshore and Yachtmaster-Oceans current.



Participant Requirements: Personal Flotation Device (PFD1), Harness, Wet Weather Gear, note taking equipment, towel, change of clothing and any other appropriate safety equipment. You may use an inflatable PFD1, but you will have to have it serviced and re-charged before you are able to carry it on a boat again.

Further information:

please contact the Training Administrator at Yachting WA on 9386 2438 or email Dean.Caple@wa.yachting.org.au

SAFETY AT SEA

These are recommendations. There are other accepted techniques.

It is one thing to have safety equipment on board, but it is the duty of the skipper to ensure the safety of his crew before that of winning a race. All crew members must be aware of the emergency procedures and how to use the equipment. It is now mandatory for 50% of the crew in Cat 1 races and 30% of the crew in Cat 2 races including the skipper, to have undertaken a YA Safety and Sea Survival Course (SSSC), or a Course of no less a standard. See YA Special Regulations Part 1 Section Rule 6.01.

MAN OVERBOARD

MAKE SURE THAT EVERYONE ON BOARD UNDERSTANDS THE PROCEDURES TO BE USED IN THE VARYING SITUATIONS. THE PROCEDURES NEED TO BE PRACTISED AT LEAST ONCE EVERY YEAR OR WHENEVER THERE HAS BEEN A NUMBER OF CREW CHANGES.

Important points to remember:

1. It is one person's responsibility to watch the person who fell in.
2. It is one person's job to clear and throw the "man overboard" gear.
3. If a GPS is carried, it is one person's job to set the current position as a WAY POINT and record the current position in the log. Many GPS have a single button to push for a "man overboard" situation. Make sure all crew members know how to do this.
4. Make sure a number of crew know how to start the motor.
5. When practising, have a number of different crew members practice each major position, including taking the helm.

Appendix C of the Special Regulations, pages 264-269, in the Blue Book details one method of recovering crew from the water.

Other important points to consider are:

1. SWIMMING

- 1.1 Always ask new crew members if they can swim.
- 1.2 Know who cannot swim at all, who can only tread water, who can only swim a little, who can swim more than 500m, who is negatively buoyant

2. PERSONAL EQUIPMENT

- 2.1 Safety Harnesses should be labelled, with the owner's name or with the boat's name and a number.
- 2.2 Where crew members use the boat's Safety Harnesses and PFD's they should be issued during the onboard safety briefing before the race. They can then be adjusted and kept by the individual until the race is over.
- 5.1 When on deck at night or with strong winds or low visibility during the day, crew should wear PFD's and safety harness's.

3. STOWAGE PLAN

- 3.1 Always show any new crew where safety gear is stowed before leaving the pen. Either label the important lockers or ensure the Stowage Chart is prominently displayed showing lockers where the emergency and other ship's gear are stowed eg. First Aid Kit, PFDs (life jackets), safety harnesses, flares, anchors, tools, etc.
- 3.2 Ensure any new or casual crew are made aware of where important items are stowed and where all sea cocks are located.

4. FLARES

- 4.1 Know who on board has practised the use of flares. At night use a torch and preferably two people to set them off.
- 4.2 Have others read the firing instructions. Remember that replacement flares may have different instructions and firing mechanisms.

5. NIGHT TIME EMERGENCY PACK (GRAB BAG)

- 5.1 Have an emergency pack which contains a powerful torch, safety harness and heaving line stored near the companionway. Also have readily available the white flares (used to warn other ships of your position) and preferably a spotlight.
- 5.2 At night have the emergency pack stowed in a place where it is readily available

6. MEDICAL

- 6.1 Know who on board holds a Senior First Aid Certificate.
- 6.2 Know if a crew member has a medical problem. If so make sure they bring any medication they may need with them and that someone knows how to cope with their particular problem if assistance is needed.
- 6.3 Ensure the First Aid Kit is kept up to date. Replace anything used on the last race/voyage.
- 6.4 Remember that in any medical emergency you can get advice by contacting any Coast Radio Station. Use 4125, 6215, 8291 or VHF Channel 16 to make initial contact and make it a PAN call in a life threatening situation. The Coast Station will put you in direct contact with a senior medical officer in the casualty department of a major hospital.

7. LIFERAFT

Does everyone know what to do if “Abandon Ship” occurs?

Suggestions

- 7.1 Tie the raft painter to a strong point or take some turns around a winch before inflating.
- 7.2 Throw the raft over the side before inflating.
- 7.3 Preferably get into the raft from the deck but in doing so be careful that the raft is not rubbed against a sharp object (eg. broken stanchions, rigging, etc) which could puncture it.
- 7.4 If you have to go into the water to reach the raft have a line which is attached to the raft and the boat so that you cannot be carried away.
- 7.5 Depending on the urgency, bring flares, bailer, extra water, warm clothing, seasick tablets, medical kit and small personal items such as wallet and keys to the raft.
- 7.6 Stay with the boat. Do not go overboard or cut raft adrift until the boat actually sinks or endangers raft.

8. RADIO

- 8.1 Ensure that at least two of the crew are competent marine radio operators and that they are familiar with the boat's radios.
- 8.2 VHF is useful for talking to merchant ships which are supposed to maintain a continuous listening watch on channel 16. Be aware that aural watch keeping is being progressively replaced by DSC alerting procedures on VHF Ch 70. Aircraft also monitor VHF Ch 16.
- 8.3 Always maintain a continuous listening watch when at sea, you may be able to help save someone else's life.
- 8.4 Maintain daily skeds with Coast Radio Perth, a Volunteer Sea Rescue station or ACRM Capel when making a passage on your own.

9. CHARTS

- 9.1 Ensure your charts have been corrected, in particular that lights and harbour approach buoys are up to date.
- 9.2 Make sure you have detailed charts for all possible ports of refuge that your track passes.
- 9.3 When you need new charts buy them from an “A” class Chart Agent as these are fully up to date and include the latest corrections at the time you buy them.
(Chart and Map Shop, Collie Street, Fremantle is a “A” class agent.)

10. PREPARATION

There is no substitute for good pre-race preparation.

10.1 BOAT

Regularly check and apply preventative maintenance to all your equipment. This should include the hull, rudder, mast, rigging, sails, running rigging, safety gear, two-way radios, motor, batteries, electrical system, tools, fuel, water, food and the many other items that you require and need to have in good condition.

10.2 CREW

The crew must be physically fit enough to face bad weather. Besides practicing the sail handling which helps win races it is even more important, from a safety aspect, that the crew can reef quickly, set the storm jib and trysail and know what other measures to take if the boat is hit by a 50 knot squall. Make sure they know what clothing to bring in order to keep dry and warm. Ensure you have enough experienced helmsmen who can handle the boat in bad weather. Know who gets seasick.

10.3 NAVIGATION

Make sure that all charts needed for the race/passage are on board and that the navigator has marked the rhumb line on them. The navigator should pre-plan all the courses; not just those for the race but also how to approach, in varying weather conditions, any “port of refuge” which may lie along the track. Regularly check that the compass, log and GPS are accurate and work correctly.

THE INSTANT DOCTOR AT SEA

This section has been compiled and fully updated by a doctor who works in an emergency department, sails regularly and has undertaken longer cruises. It is strongly recommended that you make yourself familiar with it and also encourage others in your crew to do the same. For short races that are close to a port of refuge the standard medical kit in the Blue Book is usually adequate, however for longer races and cruises where medical aid is not readily at hand you should consider increasing your medical kit. These notes are based on the requirements of the 2009 - 2012 Special Regulations and past experience, there is however no substitute for proper medical advice which can always be obtained through COAST RADIO PERTH on both HF and VHF. Remember that it is a requirement for Category 2 races that at least one member of the crew has a current Senior First Aid Certificate. This crew member should also be familiar with the management of hypothermia (see Appendix C in the SRs) and radio communications for obtaining medical advice by radio. The diagram in Appendix F should be used when describing the position of pain in the body, it is copied directly from the Royal Flying Doctor manuals.

MEDICAL CONDITIONS

SEA SICKNESS: Lots of different remedies. Watch for crew who suffer from this, it impairs their abilities and reduces their enjoyment. Act early with treatments. Crew members should carry their own medications for this and one that they know to work. Hyosine, promethazine, Dramine, Ginger, wrist bands. Most medication cause drowsiness but less if used well before getting on the boat or before the first signs of seasickness. All medication taken early will help. If protracted vomiting use Stemetil Suppositories or Promethazine/Prochlorperazine/Metaclopramide injection.

NAUSEA and VOMITING: This may be mostly due to seasickness but can also be due to gastroenteritis and overindulgence. Stemetil or Maxolon tablets can help. Frequent small amount of clear fluids [ideally Oral Rehydration Solution] ie 50 –100 mls every 10 – 15 minutes till the vomiting settles. Stemetil Suppositories if protracted vomiting.

DIARRHOEA: Most likely food poisoning or viral infection. Loperamide can be used to slow diarrhoea. No food, clear fluids only. Concern only if regular blood in stool, protracted duration or high fever. Ensure seafood is carefully prepared and appropriately cooked.

BURNS: All burns need immersion in cool water and analgesia. When the pain has settled ~20 minutes, then if weeping, apply non stick dressing such as Unitulle, Jelonet, Bactigra then Melolin and a bandage. If the burn is dry then apply Fixomull. All burns need review by a doctor within 48 hours. Severe burns need discussion with a doctor immediately.

LACERATIONS: Very common. Initially compression and settle the bleeding, make assessment if everything works ie joints, tendons and nerves. Glass and hands are bad. If a problem discuss with a doctor. If delay before medical review suggest take an antibiotic eg Flucloxacillin or Cephalexin and daily dressings to ensure wound stays clean and dry. If simple wound with no problems closure with Steristrips, sutures or staples is very easy.

DENTAL PROBLEMS

TOOTHACHE: Infections very common give Amoxycillin [unless Penicillin Allergy] Ibuprofen and or Panadeine Forte.

TOOTH KNOCKED OUT: Replace in socket if possible. If not then keep tooth in their cheek or in milk in a bag and seek dental advice start antibiotics.

DIRTY WOUNDS CORAL CUTS AND SKIN INFECTIONS: All dirty wounds respond well to a good thorough clean with clean water or saline and gauze, ensure to remove all debris eg coral, grease. This is painful, give pain relief and if available local anaesthetic. Then apply disinfectant eg Betadine Chlorhexidine and then a dressing, changing every day or twice a day if dirty. Seek medical advice within 48 hours. Spreading redness - start antibiotics.

PAINFUL EARS: Swimmers ear or Otitis Externa is common. Pain with pulling on the ear and in ear canal. Use Sofradex/Otodex/Kenacomb drops. Oral antibiotics are little help. Fluid coming from the ear or lot of pain and fever more likely means middle ear infection [Otitis Media] then oral antibiotics help eg Augmentin.

EYE PROBLEMS: Trauma to the eye, put in Amethocaine [local anaesthetic] eye drops, patch the eye and seek medical advice. Eye infections very common, can be viral or bacterial give Chloamphenicol Ointment 4 –6 times per day. If vision significantly blurry seek medical advice urgently.

RESPIRATORY TRACT INFECTIONS: Coughing, sore throats, sinus pain fevers very common and majority do not need antibiotics unless problems with lungs before. Give analgesia, fluids and wait and see. No medical advice available and serious then start antibiotics either Augmentin or Cephalexin or Roxithromycin. Watch for asthma in those susceptible.

SPRAINS AND FRACTURES: Many regions but all respond to analgesia, ice, compressive bandages, splints for immobilization. Seek medical advice if a delay in review by a doctor or more serious especially if skin is broken or blood supply not right. Sprains benefit from anti-inflammatory eg Nurofen, Naprosyn, Celebrex. Splints can be made from lots of things cardboard, timber and with padding and bandage gives a lot of pain relief.

SKIN INFECTIONS: The moisture causes a lot of problems with skin cracks, fungal infection and bacterial infection. Prevention is best with airing all areas as much as possible, limit sweating and synthetics. Gunwale Bum can be treated with barrier treatments such as Zinc cream but can become bacterial infections and need oral antibiotics and local disinfectants. Fungal cream for tinea.

ALLERGIC REACTION: There are many causes of allergic reactions such as medications, certain foods, bites. Mild reactions can be treated with antihistamines such as Loratidine. Severe allergic reaction can be rapidly fatal, Adrenaline injections can be life saving.

MARINE BITES AND STINGS: Some can be rapidly fatal, most are usually painful and the hottest water possible is good for stone fish, cobbler injuries, Ice for stingers. Late infections usually require different antibiotics to usual. Seek Medical Advice.

DIVING: Any medical symptoms after SCUBA, even minor itching, aches and pain, dizziness need medical review.

CHEST PAINS: Unless there is a clear cut muscular cause it needs some medical advice. The severity of the pain is no indication of the medical severity of the condition.

FATIGUE: Tired people make mistakes and lead to more injuries or mistakes. Good crew management will prevent such problems.

MEDICATION REFERENCE

| Medication | Preparation | Dosage | Recommendation | Comments |
|----------------------------|------------------|----------------------------------|---------------------------------------|--|
| Adrenaline | Ampoule | 0.3mg 1/1000 | Life Threatening Allergic Reaction | Difficult to use due to drawing up medication. Can be life saving |
| Amethocaine | Drops | 2 drops injured eye | Pain relief eye injuries | Good relief, short acting |
| Amoxy/Clav ¹ | Capsule | 500-875 mg twice a day | Chest, Skin, Urine, Throat Infections | Good all-round AB Penicillin based |
| Asprin | Tablet | 600 mg | Pain/Chest Pain | |
| Cephalexin | Capsule | 500 mg four x a day | Chest, Skin, Urine Infections | Good AB Not Penicillin |
| Chloramphenicol | Ointment | 1 cm eye four x a day | Eye infections, Eye injury | |
| Ciprofloxacin ² | Tablet | 500 mg BD | Marine, Gastro, Chest, Urine Inf | Rec. for long distance cruising |
| Dramamine | Tablet | 1 four hourly | Seasickness | |
| Hyosine | Tablet | 1 six hourly | Seasickness | Take early |
| Ibuprofen | Tablet | 400 mg three x a day | Pain relief, joint and muscle pain | Not for stomach ulcers |
| Loperamide | Capsule | 2 then 1 after each bowel action | Diarrhoea | |
| Morphine | Ampoule | 10 mg intramuscular inj | Severe Pain | Can give great relief of pain |
| Naloxone | Ampoule | Enough | Reverse sedation of Morphine | |
| Oxycodone | Suppository | | Strong Pain | |
| Panadeine Forte | Tablet | 2 four x a day | Medium to Strong Pain | |
| Prednisolone | Tablet | 50 mg daily | Allergic Reaction/ Inflammation | |
| Promethazine | Tablet/Injection | 25-50 mg orally/IM | Seasickness, Allergic Reaction | Injection good for protracted vomiting as patient sleeps and rests |
| Prochlorperazine | Tablet/Supp | 10 mg orally / 25 mg rectal | Severe Seasickness | |
| Roxithromycin | Tablet | 150 mg twice a day | Chest, Sinus, Throat | |
| Sofradex | Drops | 3 drops three x a day | swimmers Ear | |

1. Amoxycillin - Clavulate, áugmentin, Curam
2. Ciprofloxacin - Authority script but very useful for remote traveller

IRC RATING

The IRC is a true rating system, where the yacht's handicap, expressed as a time correction factor (TCC), is derived solely from the yacht's measurements and characteristics and is not arbitrarily modified according to the yacht's perceived performance. So, unless something is materially modified on the yacht, its rating remains constant. Racing under the IRC is thus a true test of helming, tactics, sail trimming, crew work and boat preparation. Ultimately it encourages crews to seek improvement in all these areas.

The essential parts of the rule are secret to prevent designers pushing the rule to absurd conclusions, as occurred in the latter years of the IOR and IMS. More importantly, this prevents rapid obsolescence of existing designs. Australian policy is that rated boats receive an endorsed certificate, which requires weight and measurements be taken or checked by an official measurer.

IRC was developed to cater for true cruiser/racers with proper accommodation but does not exclude yachts designed specifically as racing yachts. Such craft will be rated accordingly and will be disadvantaged relative to dual purpose cruiser/racers. The IRC is capable of applying a rating to any ballasted monohull yacht, from heavy cruising yachts to Volvo 70's. IRC has lead other rules in rating of asymmetric spinnakers, carbon masts and canting keels.

IRC is ultimately governed on a worldwide basis jointly by RORC in the United Kingdom and the UNCL in France, with the Australian fleet administered by Yachting Australia in Sydney.

More information is available at the Rating Office website: www.rorcrating.com or at www.yachting.org.au.

Owners may also find the more technical information available from www.ircrating.org informative.

An electronic (pdf) version of the IRC Yearbook is also available at www.rorcrating.com, although revalidating owners are sent a hard copy with their annual revalidation papers.

Revalidation processing time is typically in the order of 2 weeks, although at peak times, such as when revalidation's fall due, this can stretch to 3 weeks. Processing can be expedited at additional cost. To be on the safe side, please allow for a 3 week processing time frame, particularly with respect to revalidation or amendments prior to major events (eg Geographe Bay Race Week). If re-measurements are required, you will also need to allow time for this over and above the 3 weeks.

We draw your attention to Notice of Race clause 5.2. Owners intending to amend their IRC rating need to be conscious of this clause when planning any amendments or changes to their boats.

MEASURING YOUR YACHT FOR IRC

1. Contact the IRC measurer for information and a copy of the IRC Yearbook.
2. Weighing and overhang measurements are taken with the yacht empty with no anchors, safety gear, tankage or equipment on board.
3. All changes or modifications to existing yachts must be verified with the measurer. These may include new or additional sails, new keels or rudders and changes in weight or trim.
4. Certificates are valid until 31 May each year.
5. **Revalidation** forms are sent out late April each year and it is **recommended these be lodged by the 7th May at the latest, for those wishing to compete in the IRC State Championship or the Valmadre series.**

Measuring Fees (incl GST)

| | |
|-----------------------------|---|
| Weighing - load cell charge | \$110.00 per yacht (not including lift) |
| Measurer | \$55 per hour |

IRC Fees

Fees payable to Yachting Australia for Revalidation, New Ratings, Amendments and Trial Certificates are charged as a function of length overall. Rates are available from Yachting Australia or the local measurer.

EPF

Expedited Processing, which guarantees a 5 working day turn around, can be requested but incurs a 100% surcharge on the standard IRC Fees.

WA Measurers

| | | |
|--------------|------------------|--|
| Ian Ball | 0412 159 648 (M) | ian.ball@retraite.com.au |
| Shaun Ritson | 0417 986 515 (M) | shaun.ritson@nmsolutions.com.au |

IRC Fleet Representative

An IRC fleet representative sits on the Offshore Committee and is available to discuss IRC issues with owners from a fleet or competitor's perspective.

| | | |
|----------|------------------|--|
| Ian Ball | 0412 159 648 (M) | ian.ball@retraite.com.au |
|----------|------------------|--|

YWA OFFSHORE HANDICAP SYSTEM

The YWA Handicap System (YAH) is maintained by computer and is partially based on a boat's measurements and partly on its performance. A boat is allocated an Upper and Lower Limit based on its measurements and its Current Handicap moves within this band based on its performance. All three are reviewed before each season and can be changed by the Handicap Panel during the season.

The system is designed to:

1. Give 50% of the yachts that compete regularly a placing during the season,
2. Be biased towards yachts which compete regularly.

To achieve this, the system:

1. Increases a winning boat's handicap by 1.50%
2. Increases a second placed boat's handicap by 0.75% provided both 1 and 2 does not take the handicap above the Upper Limit.
3. These increases are halved if less than 5 yachts finish.
4. The first third of the remainder of the fleet that finished is reduced by 0.15%, as is a DNF, but not below its Lower Limit.
5. The next third of the fleet that finished is reduced by 0.30%, but not below its Lower Limit.
6. The balance of the fleet that finished is reduced by 0.45%, but not below its Lower Limit.
7. When a new boat or owner starts to race a temporary handicap is allocated. This is reviewed after 3 races.
8. The Handicap Panel may from time to time review any handicap and adjust it.
9. Points cannot be accrued for a boat or its owner. Where there is a change of ownership all previous points are cancelled.

YWA HANDICAP & REGISTRATION APPLICATION

A boat's handicap expires on 31st August each year. The owner must lodge a completed YWA Handicap Application Form together with the fee of \$75 (includes GST) at the YWA Office at least 7 days prior to the first race they enter each season.

Owners of yachts which had a handicap during the previous season will be mailed a new YWA Handicap Application Form before the start of the next season.

Owners of yachts not registered during the previous season will not have been mailed a reminder to re-apply. They must apply to the YWA Office for a handicap. Please use the YWA Handicap Application Form on the following pages or obtain a copy from the YWA Office or see the electronic forms information below. Please ensure your application reaches the YWA Office at least 7 days before you wish to compete each season. The measurements required on the form may be taken from a boats currently valid IRC certificate if it has one.

A boat's YWA Handicap remains valid for a season unless:-

1. An alteration is made to the hull, rig, sail dimensions or ballasting. Immediately any change is made the boat's handicap is invalid. You are required to notify the Handicap Panel Chairman directly or through YWA Office of the change (s) before racing again.
2. There is a change of ownership. The new owner is required to submit a new Handicap Application Form.
3. To compete in any YWA event you must have a current YWA handicap.

Online YWA Handicap and Registration is available at www.yachtingaustralia.com.au/event.asp?ID=66109&Format=popup

Electronic 2014-15 YWA Registration and Race Entry forms, are both available on online up dateable PDF format at:

www.wa.yachting.org.au/site/yachting/wa/downloads/Offshore/2014_2015/YWA_HandicapRegApp2014-15_Form.pdf

www.wa.yachting.org.au/site/yachting/wa/downloads/Offshore/2014_2015/YWA_RaceEntryForm2014-15_Form.pdf

Download by clicking on the links above from the electronic copy of the Yellow Book or go to the YWA website

www.wa.yachting.org.au and navigate to racing, offshore racing information.

When you have downloaded the forms to your PC you can save them on a thumb drive or your hard disk. When you open them with Acrobat Reader you will find you can type the boat details into the form and save back on to the thumb drive or disk for printing or attaching in e-mail to send to YWA or the organising club. This is particularly useful for the race entry form where you will only need to update the race name and other details that have changed from your previous saving of the form.

YAH HANDICAPPER

Ross Dennis 9447 3720 frandennis@gmail.com

See the previous page for Online registration or electronic forms information.

SAFETY CATEGORY for Crew

PREVIOUS BOAT NAME: _____ PREVIOUS OWNER: _____

ADDRESS _____

P/Code

If owned jointly, please include other owners' details below:

| CHANGES SINCE LAST SEASON | YES | Attach details of all changes | NO |
|---------------------------|-----|-------------------------------|----|
|---------------------------|-----|-------------------------------|----|

BOAT DESCRIPTION _____ eq. S97

DESIGNER YEAR LAUNCHED

Measurements to the nearest 0.01 metres. See next page for explanatory diagrams.

HULL LOA _____ LWL _____ Beam _____

Draft _____ Weight (Kgs) _____

MAIN P E MHW MUW

H/SAIL LL _____ J _____ LP _____

RIG Fractional Masthead

SPINNAKER SPL SLU SLE

SHW SF

| | | |
|---|-----|----|
| If Fractional Rig, carries masthead spinnaker | YES | NO |
|---|-----|----|

Uses stored power for the adjustment or operation of running rigging YES ☐ NO ☐

DECLARATION I declare that, to the best of my knowledge, the above information is true and correct and undertake to notify the YWA Offshore Handicap Committee of any changes made to the above boat's hull, rig, ballasting or sails which could affect its measurement.

SIGNED: _____ DATE: _____

Please tick ☐ To allow race series sponsors promotional material to be sent to the provided email address.

1

REGISTRATION FEE \$75.00 (EFT available at the YWA Office)

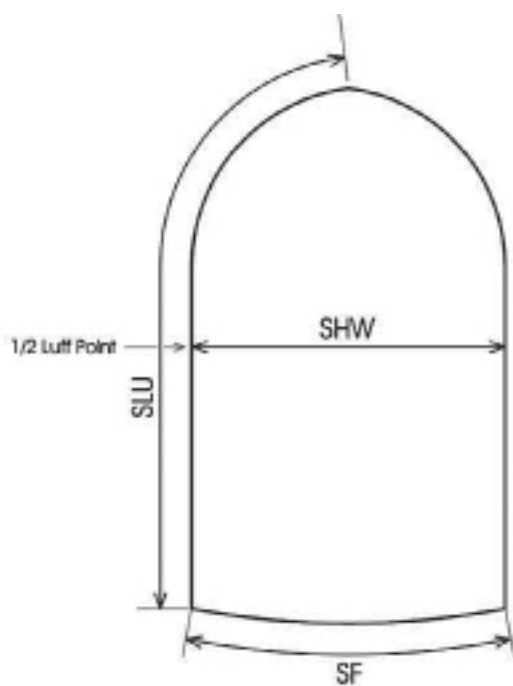
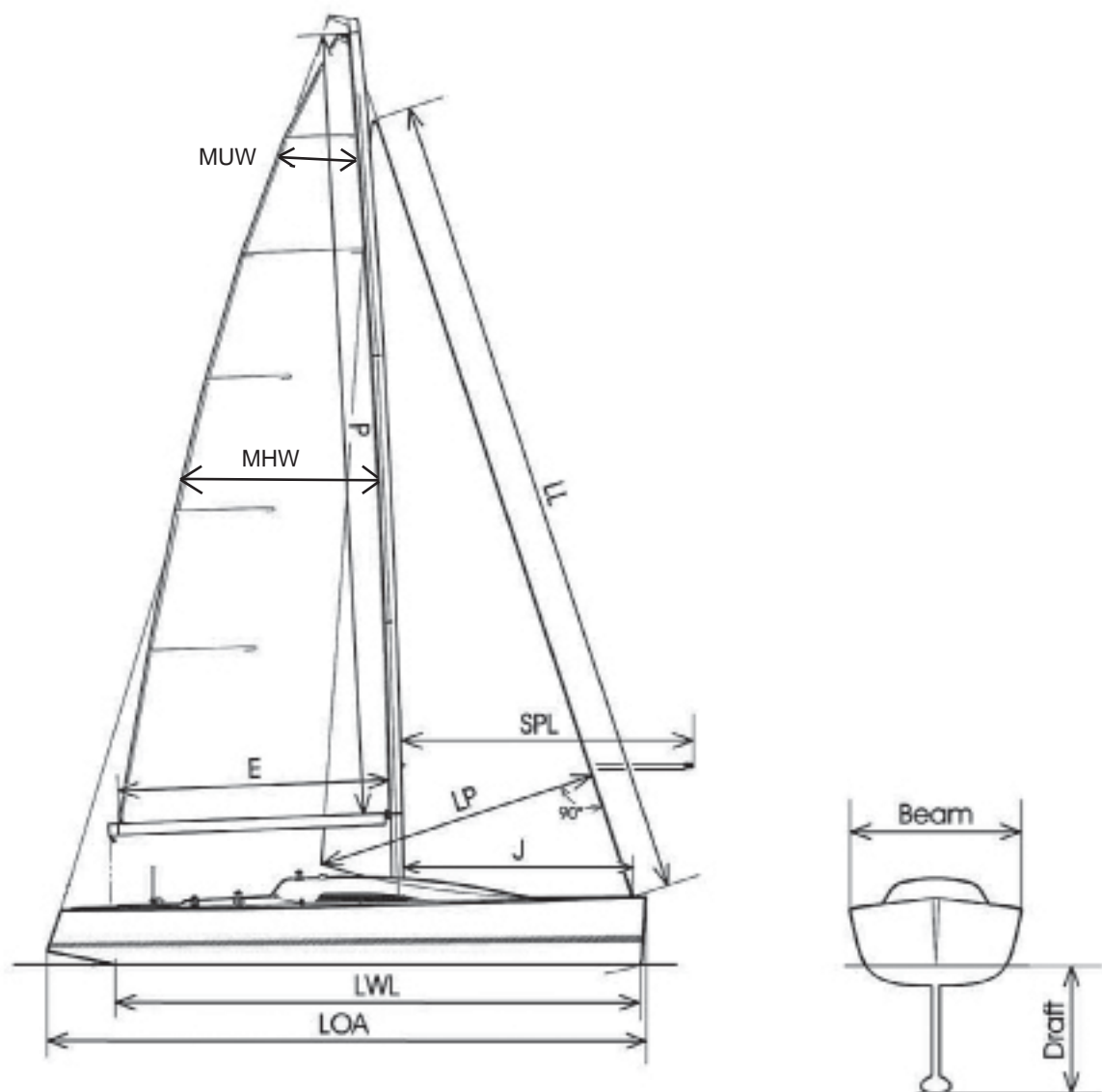
Cheque ☐ Mail to: Yachting Western Australia, Box 3073, PO Broadway, NEDLANDS WA 6909

Please debit my Credit Card: _____ Details below: Visa ☐ MasterCard ☐

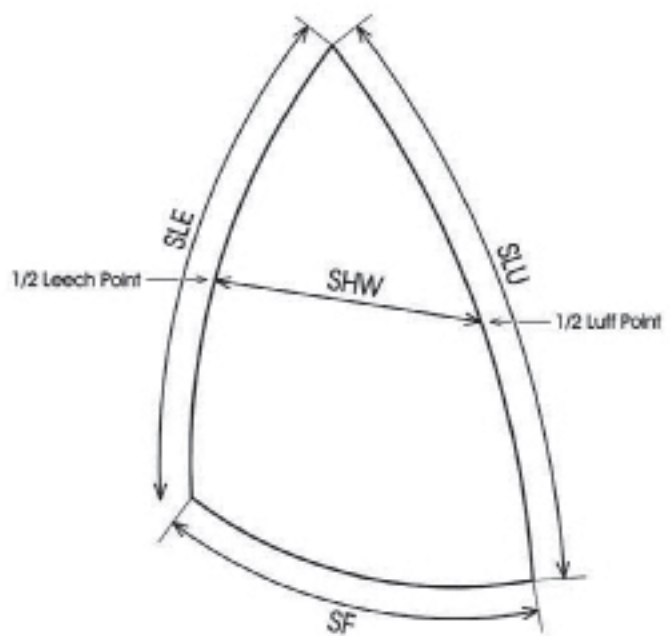
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| | | | | - | | | | | - | | | | | - | | | |
|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|

Expiry Date /

Name on Card: _____ Signature: _____



Symmetric Spinnaker



Asymmetric Spinnaker

OFFSHORE EQUIPMENT COMPLIANCE CARD

The Equipment Compliance Card expires on 31st August and must be renewed before participating in a new season.

To renew your card:

1. It is recommended you carry out an initial check using a copy of the Compliance Card found on page 63 of this book to ensure the equipment complies with the highest Category of race the boat is to compete in.

Note: The Compliance Card is only a check card, the Special Regulations in the YA RRS 2013-2016 should be consulted for details. Please contact your Club's Equipment Auditor (previously known as a Safety Inspector) for assistance if you have any queries.
2. Obtain a current Offshore Equipment Compliance Card from your Club.
3. Set out the items listed in "Documents and Books" and "Laid out below" sections.
4. Complete the details on the top of the front of the Card. Enter the highest Category you wish to race in.
5. In the check list, in the Owner Column place a tick, cross or N/A as appropriate.
6. Contact your Club's Offshore Equipment Auditor and have them complete the Checked column.
7. A charge of \$25 may be levied by the Club if the Equipment Auditor has to return to complete the check list due to inadequate preparation by the owner.
8. The completed Card signed and dated by both the Owner and Equipment Auditor will be given a unique number by the Club. It is owner's responsibility to ensure the Card has been lodged with and copied by the Club and a number placed on the Card prior to entering your first race of the season and in sufficient time to be recorded with YWA.
9. This Compliance Card number must be quoted on all Race Entry Forms.
10. The Equipment Compliance Card must be kept on board and the boat's equipment kept fully operational and to the required standard at all times.
11. A boat's Club or the Race Organising Authority may carry out a spot equipment check before or after any race.

NOTE: For assistance in obtaining the prescription drugs required for Category 1 and 2 contact the YWA Offshore Committee Chairman, after you have submitted your entry for the particular race.



YWA SPECIAL REGULATIONS OFFSHORE EQUIPMENT COMPLIANCE CARD (2014 - 15 Season) Card No: _____

for Monohulls Categories 2, 3 and 4

BOAT NAME _____ CLUB _____ OWNER _____ MAX CREW _____ Category _____

SAIL N° _____ PEN N° _____ DPI REG N° _____ PHONES _____

OWNERS: 1. Fill in the top of this card and complete ALL boxes in your columns below BEFORE having the boat's equipment checked by your Club's Equipment Auditor.

2. Prepare your boat before the Auditor arrives by setting out all loose items. This will save everyone's time.

Owners to mark each item in their column (Owner) with a tick (OK boat complies), a cross (Does Not comply) or N/A (Not Applicable).

You may be asked to rig the storm / heavy weather sails when the Auditor checks the boat. SR numbers and page numbers relate to the 2013-2016 RRS (Blue Book).

| PERSONAL EQUIPMENT | SR | 2 | 3 | 4 | Owner | Auditor |
|--|----------------------|---|---|---|-------|---------|
| Number of PFDs (AS4758 >= 150Newtons with extras) | 5.01 | X | X | X | | |
| Number of extra PFDs (10%) | 5.01.8 | X | X | X | | |
| Inflatable PFDs checked at least annually | 5.01.6 | X | X | X | | |
| Number of Harnesses (see p260) | 5.02 | X | X | X | | |
| Number of extra Tethers | 5.02.2 | X | | | | |
| Number of Personal Lights or strobes | 5.03 | X | X | | | |
| Number of 406 PLBs | 5.05 | X | | | | |
| DOCUMENTS & BOOKS | | | | | | |
| Moveable Ballast – Operating diag. displayed – Statement from designer | 3.01.6 3.01.7 (a) | X | X | X | | |
| Structural requirement conformity – Designer New requirements - p209-211 – Builder | 3.03 3.03 | X | | | | |
| Stability requirement conformity Based on | 3.04 and B.3.3 | X | X | X | | |
| Compass Deviation card | 3.21.1 | X | X | X | | |
| First Aid Manual: Title | 4.07.2 | X | X | X | | |
| Paper charts and plotting equipment | 4.10.1 | X | X | X | | |
| If using IRC, IRC Certificate signed | | X | X | X | | |
| COLREGS, YA RRS, YWA Offshore H/Book | 4.10.2/4 | X | X | X | | |
| Liferaft Cert No | 4.19.4 | X | | | | |
| LAID OUT BELOW DECK | | | | | | |
| Emergency water container(s) for 9 litres | 3.18.4 | X | X | X | | |
| 2 Stout buckets with lanyards, mini. 8 litre | 3.20.9 | X | X | X | | |
| Spare Compass (hand held or fixed) | 3.21.2 | X | X | | | |
| Reserve Navigation lights with spare globes | 3.23.4/5 | X | X | X | | |
| Emergency Antennae for each radio (Cat 4 see Book) | 3.25.5 | X | X | X | | |
| Separate Sail Number on cloth | 4.01.2 | X | X | X | | |
| 2 10 BE Fire Extinguishers & Fire Blanket | 4.04 | X | X | X | | |
| 2 Flashlights with spares – one signalling | 4.06 | X | X | | | |
| 1 Flashlight with spares | 4.06 | | | X | | |
| Foghorn | 4.08 | X | | | | |
| Tools & spares incl. hacksaw/bolt cutters | 4.15.1 | X | X | X | | |
| Bosuns chair or climbing harness | 4.15 | X | X | X | | |
| Heaving line | 4.23 | X | X | X | | |

| V Distress sheet | 4.27 | X | X | X |
|---|------------------|---|---|---|
| STORM SAILS | | | | |
| Trysail, size, colour, material, sheeting | 4.24.1 (b) | X | | |
| Trisail as above OR Main with 40% reefing | 4.24.1 (d) | | X | X |
| Storm jib, size, colour, material, sheeting, luff | 4.24.1 (a) | X | | |
| Heavy weather jib, size, no reef pts, sheet | 4.24.1 (c) | X | X | X |
| Drogue - RECOMMENDED | 2.25 | X | X | |
| PYROTECHNICS in date | | | | |
| 4 paras, 4 red, 4 orange smoke, 2 white | 4.22 | | X | X |
| 2 paras, 2 red, 2 orange smoke, 2 white | 4.22 | | | X |
| Can crew members describe how to operate the flares? | | X | X | X |
| ELECTRONICS | | | | |
| HF Radio: Annual check date | 3.25 | | X | |
| VHF Radio: Annual check date | 3.25 | | X | X |
| HF & VHF fitted after 7/2013 to be DSC capable | 3.25.1 | | X | X |
| All radios can be heard on deck (extension speakers) | 3.25.3 (iv) | | X | X |
| Waterproof hand held VHF with min. 5W power | 3.25.2 | | X | X |
| AIS Transponder recommended from 7/2015 | 4.09(c) | | X | |
| GPS permanently installed | 4.11.1 | | X | X |
| Hand held GPS with spare batteries | 4.11.2 | | X | |
| 406 EPIRB: AMSA No | 4.18.1 | | X | X |
| 406 EPIRB: Expiry date | 4.18.3 | | X | X |
| 406 EPIRB: GPS capable from 7/2015 | 4.18.5(b) | | X | X |
| Depth Sounder | 4.12 | | X | X |
| Log (other than GPS) | 4.13 | | X | X |
| FIRST AID | | | | |
| First Aid kit in waterproof container with contents list on outside | 4.07.9 | | X | X |
| Contents of First Aid kit contains all items required by p242 to 245 and p240 | 4.07.9 4.07.5 | | X | X |
| ENGINE & FUEL | | | | |
| Inboard, speed, starting battery HP | 3.24 | | X | |
| Inboard / Outboard, speed HP | 3.24 | | X | X |
| Tank capacity litres, Diesel / Petrol | 3.24 | | X | X |

| BELOW DECK | SR | 2 | 3 | 4 | Owner | Auditor |
|--|----------------------|---|---|---|-------|---------|
| Ballast and all heavy equipment secured | 2.03.2 | X | X | X | | |
| Keel stepped mast secured | 3.11 | X | X | X | | |
| Sea cocks Softwood plugs | 3.09 4.02 | X | X | X | | |
| Securely fastened Toilet (Cat 2) or Fitted bucket (3 & 4) | 3.15 | X | X | X | | |
| Bunks for half crew – suitable in seaway (cat 2) | 3.16 | X | X | | | |
| Galley stove (gimballed) & suitable facilities | 3.17 | X | X | | | |
| Gas if fitted to State std. & Warning sign | 3.17.3 / 4 | X | X | X | | |
| Gas detector | W.A. Std. | X | X | X | | |
| Disposable gas canisters – size & storage | 3.17.5/6 | X | X | X | | |
| Water Tanks No _____, Water capacity _____ | 3.18 | X | X | | | |
| Hand holds in cabin | 3.19 | X | X | X | | |
| Batteries – sealed No _____ see p 233 | 3.26 | X | X | | | |
| Barometer fitted | 3.27 | X | | | | |
| Anchor: 10m chain, 50m warp, size – see table ASSEMBLED | 4.05 4.05.1 (c) | X | X | X | | |
| Anchor: 2m chain, 40m warp, size – see table | 4.05 | X | X | X | | |
| Sharp knife near each cockpit, restrained | 4.15.3 | X | X | X | | |
| Boats name on all loose equipment | 4.16 | X | X | X | | |
| Retro-reflective tape on all life saving equipment | 4.17 | X | X | X | | |
| Stowage Chart displaying safety equipment | 4.28 | X | X | X | | |
| ON DECK | | | | | | |
| Exit sizes comply ISO 9094 - Age date > 7/2014 | 3.06.1(d) | X | X | X | | |
| Hatches above water at 90° – exceptions p 205 | 3.07.2 (a) | X | X | X | | |
| Companionway locking above & below hatch locking separately | 3.07.4 (a) 3.07.4 | X | X | X | | |
| Washboards – companionway below sheerline | 3.07.3 | X | X | X | | |
| Washboards retained | 3.07.4 (b) | X | X | X | | |
| Cockpit volume – pp 207/8 | 3.08.6 | X | X | X | | |
| Cockpit drains if cockpit is not open aft – p 208 | 3.08.7 | X | X | X | | |
| Pulpits, lifelines continuous, spacing, taut | 3.12 | X | X | X | | |
| Bow pulpit opening complies | 3.12.3 (a) | X | X | X | | |
| Stanchions, spacing, material, fixing, height | 3.12 | X | X | X | | |
| Lifeline wire: diameter, uncovered, 316 | 3.12.6 | X | X | X | | |

OWNER'S DECLARATION

I hereby declare that I am the owner or person in charge and that I have read and understood the Special Regulations and in particular 1.02 (Owner's Responsibility).
I understand that the inspection is carried out only as a guide to Owners and Race Organising Authorities. An Auditor cannot limit or reduce the complete and unlimited responsibility of the Person in Charge as defined in 1.02 Owner's Responsibility.
I undertake to maintain the boat and all its equipment in good order and condition as specified in these Regulations, and to train the crew in the use of the safety equipment.

Signed _____
Owner or Owner's Representative

Printed Name _____ Date _____

| | | | | | |
|--|------------|---|---|---|--|
| Lifeline lanyards, 100mm, renewed annually | 3.12.6 (d) | X | X | X | |
| Toe rail forward of mast | 3.14 | X | X | X | |
| 2 Bilge pump 25mm suction, above & below, Handle retained | 3.20.3 | X | | | |
| Bilge pump 25mm suction, handle retained | 3.20.5/6 | X | X | | |
| Compass installed and adjusted | 3.21.1 | X | X | X | |
| Navigation Lights comply with IRPCAS Part C | 3.23.1 | X | X | X | |
| Nav. Lights: high above deck and not masked | 3.23.2/3 | X | X | X | |
| VHF Masthead antenna (if mast > 11m) | 3.25.4(b) | X | X | X | |
| Identification on hull | 3.28.1 | X | X | X | |
| Jackstays, material, anchorage, extend aft | 4.03.1 | X | X | | |
| Show jackstays rigged on deck for inspection | | X | X | | |
| Crew can stay clipped moving around deck | 4.03.2 (b) | X | X | X | |
| Clipping points for 2/3 crew with out jackstays | 4.03.2 (c) | X | X | X | |
| Life buoy or Lifesling within reach of helmsman | 4.21.1 | X | X | X | |
| Life buoy with drogue OR Lifesling - both with light | 4.21.1(a) | X | X | X | |
| Life buoy: whistle, drogue, light, + pole/flag | 4.21.1(b) | X | | | |
| Inflatable Lifebuoy tested as per manufacture | 4.21.3 | X | X | X | |
| EMERGENCY STEERING | | | | | |
| Emergency tiller for wheel (or similar) steering | 4.14.1 | X | X | X | |
| Equipment for steering without a rudder Assembled during inspection | 4.14.2 | X | X | X | |
| Has it been tried? YES / NO | | X | X | X | |
| LIFERAFT Type _____ p248,249 | | | | | |
| Brand _____ Capacity _____ | 4.19.1 | X | | | |
| Liferaft stowage complies p249,250 | 4.19.2 (b) | X | | | |
| Grab Bag - RECOMMENDED see p252,253 | | | | | |
| MAN OVERBOARD | | | | | |
| Method of retrieving crew from water | 4.26 | X | X | X | |
| Date of last MOB drill _____ | 6.01.2 | X | X | X | |
| Number of current crew involved _____ | 6.01.2 | X | X | X | |
| TRAINING | | | | | |
| Crew trained to use EPIRBs and PFDs | 4.18.3 | X | X | X | |
| Crew trained to use PLBs | 5.05.3 | X | | | |

INSPECTORS REPORT

Comments _____

Inspected by _____ Date _____

YWA OFFSHORE RACE ENTRY FORM

2014-2015 SEASON

www.wa.yachting.org.au/site/yachting/wa/downloads/Offshore/2014_2015/YWA_RaceEntryForm2014-15_Form.pdf

| | | | | | | | |
|---------------------------|---------------------------|-------------|----------------|------------------|------------|---------------------|-----------|
| RACE | Name | | | Category | Division | HF Radio | VHF Radio |
| SERIES | Blue Water | Offshore | | | | | |
| BOAT | Name | Design/Type | | Sail No. | | DoT Registration | |
| | Compliance Card No | Max Crew | Crew this race | Rig Type | | Radio Call Sign | |
| Size | LOA | Beam | | Draft | | AVS, Base SSS or SV | |
| Colour | Coachroof | Deck | | Topsides | | Bottom | |
| Engine | Make | Type | | Power | Sail Drive | Prop type | |
| OWNER | Surname | | | First Name | | Initials | |
| Address | | | | | | | |
| Phones | Day | | Home | | Fax | | |
| | Mobile | | Email Address | | | | |
| Person in Charge | Surname | | First Name | | | RST No | |
| Address | (If different from Owner) | | | | | | |
| Specialist Crew | Navigator | | | First Aider | | | |
| Licenced Radio Ops | #1 (required) | | | #2 (recommended) | | | |

Please email the SSIs to _____

IMPORTANT NOTICE

**THE ATTENTION OF EVERY PERSON IS DRAWN TO SPECIAL REGULATION 1.02
AND ALSO**

TO THE IMPORTANCE OF HAVING SUITABLE AND ADEQUATE PERSONAL INSURANCE

It is the responsibility of owners to ensure their crew has had the above drawn to their attention.

NON-STARTERS AND RETIREMENTS MUST PROMPTLY INFORM RACE CONTROL

Entry Fee \$ _____ Enclosed ☐ Charge my Account (if member of conducting club) ☐

Charge my Credit Card: _____ Details below: Visa ☐ MasterCard ☐

- - -

Expiry Date /

Name on Card: _____ Signature: _____

YWA OFFSHORE RACE ENTRY FORM

2014-2015 SEASON

For Category 2 and 3 Races

LIST ALL CREW MEMBERS FOR THIS RACE

| | Name | Emergency Contact Name | Emergency Contact No | Previous Experience In Cat 1, 2 or 3 See SR 2.04 | Silver Card No |
|----|------|------------------------|----------------------|--|----------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |

DECLARATION

I, _____ certify that all information on this Entry Form is, to the best of my knowledge, true and correct and that this boat:

- a) has a current Offshore Equipment Compliance Card for Category _____ (Enter No)
- b) holds a current YAH / IRC Rating and that all sails and equipment conform to those ratings
- c) is seaworthy in hull, rig and gear, and will be manned by a competent crew
- d) has a valid insurance policy for the event containing third party liability cover with a minimum of \$10 million

Please tick

☐
☐
☐
☐

Cat 2 ONLY has approved paperwork that demonstrates compliance with SR 3.03 (Construction) and SR 3.04 & Appendix B (Stability) lodged with the YWA Office

☐

Signed: _____

Owner / Owner's Representative

Date: _____

For Category 2 Races list all crew with their PLB number and the SSSC Number for those with current Certificates on a separate sheet of paper. Also supply a copy of the Liferaft Packing Certificate.

RESULTS FOR 2013-2014 SEASON

SISKA TROPHY winner

HOODOO MAN

CRAIG CARTER

RFBYC

EVOLUTION SAILS BLUE WATER SERIES 2013/2014

| | | | |
|----------------------------|-------------|-------------------------------|-------|
| Division 1 IRC rating | | | |
| 1st | HooDoo Man | Craig Carter | RFBYC |
| 2nd | ME II | Peter Hickson | RFBYC |
| 3rd | Endorfin | Michael Giles | FSC |
| Division 1 YAH handicap | | | |
| 1st | HooDoo Man | Craig Carter | RFBYC |
| 2nd | ME II | Peter Hickson | RFBYC |
| 3rd | Jaffa | Terry Posma | RPYC |
| Division 2 IRC rating | | | |
| 1st | Blondie | Simon Torvaldsen | RPYC |
| 2nd | This Way Up | Bryan Thurstan/Hamish Maddern | RFBYC |
| 3rd | Farrago | Peter Vlaar | SoPYC |
| Division 2 YAH handicap | | | |
| 1st | This Way Up | Bryan Thurstan/Hamish Maddern | RFBYC |
| 2nd | Blondie | Simon Torvaldsen | RPYC |
| 3rd | Farrago | Peter Vlaar | SoPYC |
| Double Handed IRC rating | | | |
| 1st | Kraken | Todd Giraudo | HYC |
| 2nd | Leonie | Mirko Moeller | FSC |
| 3rd | Lamotrek | Adrian Wilson | FSC |
| Double Handed YAH handicap | | | |
| 1st | Kraken | Todd Giraudo | HYC |
| 2nd | Leonie | Mirko Moeller | FSC |
| 3rd | Lamotrek | Adrian Wilson | FSC |

BENETEAU OFFSHORE SERIES 2013/2014

| | | | |
|----------------------------|------------------|-------------------------------|-------|
| Division 1 IRC rating | | | |
| 1st | Endorfin | Michael Giles | FSC |
| 2nd | Sled | Tony Mitchell | RFBYC |
| 3rd | Enterprise | Anthony Kirke | FSC |
| Division 1 YAH handicap | | | |
| 1st | Endorfin | Michael Giles | FSC |
| 2nd | Enterprise | Anthony Kirke | FSC |
| 3rd | Sled | Tony Mitchell | RFBYC |
| Division 2 IRC rating | | | |
| 1st | This Way Up | Bryan Thurstan/Hamish Maddern | RFBYC |
| 2nd | The X Factor | Alan Stein | RFBYC |
| 3rd | ME II | Peter Hickson | RFBYC |
| Division 2 YAH handicap | | | |
| 1st | The X Factor | Alan Stein | RFBYC |
| 2nd | Fourth Dimension | Lyn Powell/Ian Whitehead | FSC |
| 3rd | Sante | Simon Prosser | RFBYC |
| Division 3 IRC rating | | | |
| 1st | Blondie | Simon Torvaldsen | RPYC |
| 2nd | Wyuna | Dennis Vincent | RPYC |
| 3rd | Total Recall | Angus McPhee | RPYC |
| Division 3 YAH handicap | | | |
| 1st | Wyuna | Dennis Vincent | RPYC |
| 2nd | Total Recall | Angus McPhee | RPYC |
| 3rd | MX | Ron MacArther | FSC |
| Double Handed IRC rating | | | |
| 1st | Fifty Four | Matt Dickmann | FSC |
| 2nd | Kraken | Todd Giraudo | FSC |
| 3rd | Leonie | Mirko Moeller | FSC |
| Double Handed YAH handicap | | | |
| 1st | Fifty Four | Matt Dickmann | FSC |
| 2nd | Leonie | Mirko Moeller | FSC |
| 3rd | Kraken | Todd Giraudo | FSC |

RESULTS FOR 2013-2014 SEASON continued

BENETEAU WEEKEND SERIES 2013/2014

| | | | |
|----------------------------|-----------------------|-------------------------------|-------|
| Division 1 IRC rating | | | |
| 1st | Endorfin | Michael Giles | FSC |
| 2nd | Enterprise | Anthony Kirke | FSC |
| 3rd | Sled | Tony Mitchell | RFBYC |
| Division 1 YAH handicap | | | |
| 1st | Endorfin | Michael Giles | FSC |
| 2nd | Enterprise | Anthony Kirke | FSC |
| 3rd | Sue Sea | Brian Todd | FSC |
| Division 2 IRC rating | | | |
| 1st | The X Factor | Alan Stein | RFBYC |
| 2nd | Farrago | Peter Vlaar | SoPYC |
| 3rd | Fourth Dimension | Lyn Powell/Ian Whitehead | FSC |
| Division 2 YAH handicap | | | |
| 1st | Fourth Dimension | Lyn Powell/Ian Whitehead | FSC |
| 2nd | The X Factor | Alan Stein | RFBYC |
| 3rd | Farrago | Peter Vlaar | SoPYC |
| Division 3 IRC rating | | | |
| 1st | Total Recall | Angus McPhee | RPYC |
| 2nd | Stimulus Package | Eric Gath | FSC |
| 3rd | Deck Chairs Overboard | Neil Harrison | HYC |
| Division 3 YAH handicap | | | |
| 1st | Total Recall | Angus McPhee | RPYC |
| 2nd | Deck Chairs Overboard | Neil Harrison | HYC |
| 3rd | Numbers Game | Chris Higham | SOPYC |
| Double Handed IRC rating | | | |
| 1st | Fifty Four | Matt Dickmann | FSC |
| 2nd | Lamotrek | Adrian Wilson | FSC |
| 3rd | Wyuna | Dennis Vincent/Hilary Arthure | RPYC |
| Double Handed YAH handicap | | | |
| 1st | Fifty Four | Matt Dickmann | FSC |
| 2nd | Lizard | Bruce Beattie | FSC |
| 3rd | Lamotrek | Adrian Wilson | FSC |

YWA IRC STATE CHAMPIONSHIP 2013/2014

| | | | |
|----------------|------------------|------------------------------|-------|
| Division 1 IRC | | | |
| 1st | The Next Factor | Dave Walling/Vern Williamson | RFBYC |
| 2nd | HooDoo Man | Craig Carter | RFBYC |
| 3rd | ME II | Peter Hickson | RFBYC |
| Division 2 IRC | | | |
| 1st | Team Saab | Harry Schmitz | RFBYC |
| 2nd | Addams Family | Gomez Addams | RPYC |
| 3rd | Stimulus Package | Eric Gath | FSC |

FSC VALMADRE CUP SERIES RESULTS 2014

| | | | |
|----------------|----------------------|-------------------------------|-------|
| Division 1 IRC | | | |
| 1st | The Next Factor | Dave Walling/Vern Williamson | RFBYC |
| 2nd | ME II | Peter Hickson | RFBYC |
| 3rd | Calm | Tony Mitchell | RFBYC |
| Division 1 YAH | | | |
| 1st | ME II | Peter Hickson | RFBYC |
| 2nd | Calm | Tony Mitchell | RFBYC |
| 3rd | The Next Factor | Dave Walling/Vern Williamson | RFBYC |
| Division 2 IRC | | | |
| 1st | The X Factor | Alan Stein/Will Hammond | RFBYC |
| 2nd | This Way Up | Bryan Thurstan/Hamish Maddern | RFBYC |
| 3rd | Giddy Up | Robert Halvorsen | FSC |
| Division 2 YAH | | | |
| 1st | The X Factor | Alan Stein/Will Hammond | RFBYC |
| 2nd | Balance | Peter Brealey | FSC |
| 3rd | Secret Mens Business | Michael Peel | KBSC |

RESULTS FOR 2013-2014 SEASON continued

| | | | | |
|---------------------------|-----|------------------|------------------|------|
| Division 3 IRC | 1st | Selkie | Alison Stock | FSC |
| | 2nd | Terra | Simon Plunkett | RPYC |
| | 3rd | Without Fear | Mark Nagle | EFYC |
| Division 3 YAH | 1st | Sand Crabs Disco | Graeme Martin | RPYC |
| | 2nd | Without Fear | Mark Nagle | EFYC |
| | 3rd | Traffic Jam | Peter Kennington | EFYC |
| Double Handed IRC and YAH | 1st | Fifty Four | Matt Dickmann | FSC |

FARRAWA CUP SERIES RESULTS 2013-2014 (Inaugurated 1977/78 Season)

Trophies donated by Bruce Campbell

| | | | | |
|-------------------|-----|------------------|-------------------------------|-------|
| Division 1 IRC | 1st | Endorfin | Michael Giles | FSC |
| | 2nd | Enterprise | Anthony Kirke | FSC |
| | 3rd | Sue Sea | Brian Todd | FSC |
| Division 1 YAH | 1st | Endorfin | Michael Giles | FSC |
| | 2nd | Sue Sea | Brian Todd | FSC |
| | 3rd | Enterprise | Anthony Kirke | FSC |
| Division 2 IRC | 1st | HooDoo Man | Craig Carter | RFBYC |
| | 2nd | ME II | Peter Hickson | RFBYC |
| | 3rd | This Way Up | Bryan Thurstan/Hamish Maddern | RFBYC |
| Division 2 YAH | 1st | HooDoo Man | Craig Carter | RFBYC |
| | 2nd | Circa | Bill Henson | FSC |
| | 3rd | Fourth Dimension | Lyn Powell/Ian Whitehead | FSC |
| Division 3 IRC | 1st | Stimulus Package | Eric Gath | FSC |
| | 2nd | Numbers Game | Chris Higham | SOPYC |
| | 3rd | Blondie | Simon Torvaldsen | RPYC |
| Division 3 YAH | 1st | Numbers Game | Chris Higham | SOPYC |
| | 2nd | Stimulus Package | Eric Gath | FSC |
| | 3rd | Sand Crabs Disco | Graeme Martin | RPYC |
| Double Handed IRC | 1st | Lamotrek | Adrian Wilson | FSC |
| | 2nd | Fifty Four | Matt Dickmann | FSC |
| | 3rd | Kraken | Todd Giraudo | HYC |
| Double Handed YAH | 1st | Lamotrek | Adrian Wilson | FSC |
| | 2nd | Kraken | Todd Giraudo | HYC |
| | 3rd | Fifty Four | Matt Dickmann | FSC |

RACE DIVISION FLAGS

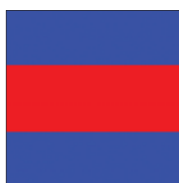
The following flags are those used to designate our Offshore Racing Classes:



Naval Numeral ONE
Division 1



Naval Numeral TWO
Division 2



Naval Numeral THREE
Division 3



Naval Numeral FOUR
Double Handed



Fremantle Sailing Club

EMERGENCY PLAN

IN AN EMERGENCY CONSIDER THE FOLLOWING PROCEDURE

Assess the situation:

Ensure Command * Ensure Vessel Survivability * Begin Emergency Communications

The Distress Message:

Broadcast the appropriate distress message on marine radio:

VHF Ch 16 (emergency) or
VHF Ch 73 (Sea Rescue Fremantle -
Call sign VN6DI)
HF Channels 2182, 4125, 6215, 8291
UHF/ 27 MEG Ch 88 or 90

Person Lost at Sea:

Call WA Water Police:
VHF Channel 16 or Phone 9442 8600

Vessel on Fire:

Call Dept. of Fire & Emergency Services:
000 (landline)/ 112 (mobiles)

Call Sea Rescue Fremantle:
VN6 DI./ VHF Channel 16/ Ph. 9335 1332
(24 hours)

Casualty Disembarkation -

Fishing Boat Harbour - Sardine Jetty
(6m depth), immediately North West of
the Endeavour Shed

Ambulance meeting point -

Carpark adjacent to Sardine Jetty

Serious Injury/ Medical Emergency

Call WA Water Police:
Ph. 9442 8600

Ambulance:
000 (landline) / 112 (mobiles)

Emergency on water in marina:
Pick up location @ FSC Quarantine Jetty

Emergency at sea:
Pick up location @ Sardine Jetty,
Fishing Boat Harbour

Automatic Electronic Defibrillator (AED) &
Resuscitation Equipment:
Bar & MV Success

Casualty Disembarkation:

Fishing Boat Harbour



FSC Phone Numbers:

Club/ Main Office: 9435 8800
Race Control: 9430 6063

Harbour Master: 0411 862 247
Harbour Master 2: 0433 024 790