

Ocean Racing Western Australia Handbook

Incorporating Notices of Race & Sailing Instructions

2016-2017



YACHTING
AUSTRALIA



**PROUD SPONSOR OF
THE BLUE WATER & SISKI 2016/17**



INDIAN AUS 47



Owner : Craig Carter

Division: Division 1

Make: Carkeek 47

Crew: Boat Captain: Paul Eldrid, Navigator: Preben Nielsen, Crew: Rees Howell; David Ward; Darren Palmer; Timothy Barton; Timothy Lynch; Stephen Locke; Daniel Grover, Ben Carter.

History: The Indian and its crew is a well organised team, and together represented one of WA's best prepared teams in the Rolex Sydney to Hobart for many years aboard this current generation powerful grand prix yacht, which was launched in Jan 2014. It is a pre-peg nomex construction boat built by Premier Composites in Dubai.

Since that 1st Blue Water race to Hobart she was further optimised to be a stronger contender in 2015/16 WA Blue water season. Indian is now a tough offshore competitor. For Carter, the last season was a better outcome than for his beloved Dockers.

Highlights: Craig Carter is now the current and now 2 times winner of the Bluewater Siska Trophy

- Indian has completed two Rolex Sydney to Hobart in 2014 and 2015
 - Placed 11th in 2015
 - Placed 17th in 2014
- Line honours in the Fremantle to Bali race in 2015
- In 2015/16 Indian set race records in the Naturaliste, Bunbury Return; Fremantle to Geraldton; and Westcoaster

2015/16 Results

- Siska Trophy 1st overall
- Bluewater 1st IRC & 2nd YAH
- Sydney Hobart 11th

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ARGO AUS 11



Owner: Chris Higham

Division: Division 2

Make: Archambault 40RC

Crew: Chris Higham, Peter Keating, Warren Erasmus, Bruce Miller, Graeme Browne, Petrus Vlaar, Sonya Vlaar, Miriam Everall, James Keating, Peter Botman, Lorene Desalas

History: ARGO started its life in 2010 with Laurie Flynn as Aardvark and moved onto Craig Carter as Hoodoo Man, taking out the 2014 Siska. In 2015 Chris renamed her ARGO in recognition of his decades old Tasker 34, Helios. One of Helios's many sons became an Argonaut and went in search of the Golden Fleece (Aka The Siska Trophy)

Highlights: Coming 3rd in the Siska, winning the Iberia overall on IRC & YAH and winning both the Bluewater Series and the Farrawa Cup on IRC and YAH

2015/16 Results:

- Siska Trophy 3rd overall
- Bluewater 1st IRC & 1st YAH
- Offshore 2nd IRC & 3rd YAH
- Weekender Series 2nd IRC & 2nd YAH
- Farrawa Cup 1st IRC & 1st YAH



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SCHEDULE OF RACES 2016-2017 SEASON

DATE	WARN. SIGNAL RACE	ORGANISING AUTHORITY	Cat	Dst. NM	ENTRY FEE
Sat 17 Sep	0925 GEORGE LAW FOUNDATION RACE	FSC	3	42	\$75
Sat 24 Sep	0855 ROLAND SMITH OCEAN RACE	RFBYC	3	80	\$150
Sat 15 Oct	0925 48th GERALDTON CLASSIC Race	SoPYC	2	221	\$150
Thr 20 Oct	0925 DIRK HARTOG RACE	SoPYC/FSC	2	250	\$150
Sat 12 Nov	0925 ROCKWATER COVENTRY REEF RACE	FSC	3	48	\$75
Sat 26 Nov	0955 ROCKINGHAM RACE WEEKEND - Dolphin Race	RFBYC	4	27	\$120
Sun 27 Nov	0955 ROCKINGHAM RACE WEEKEND W-L then Gordon Craig Race	RFBYC	4	20	Inc in above
Sun 11 Dec	0925 AROUND THE SOUND	SoPYC	4	38	\$50
Sat 14 Jan	0925 CARNAC ISLAND RACE	RPYC	4	44	\$50
Fri 20 Jan	1825 69th BUNBURY AND RETURN OCEAN RACE	RFBYC	3	169	\$150
Fri 10 Feb	H.S. FREMANTLE TO BUSSELTON IBERIA RACE	RPYC	3	110	\$50
Fri 24 Feb	0955 IRC STATE CHAMPIONSHIP WEEKEND	HYC	4	-	\$150
Sat 25 Feb	0925 POT OF GOLD	HYC	4	44	\$65 or Inc. in above
Sun 26 Feb	0925 SHEPHERDESS CUP	HYC	4	26	Inc in above
Sat 11 Mar	0925 THE WEST COASTER	FSC	3	140	\$130
Sat 25 Mar	0925 HALLS HEAD OCEAN RACE	FSC	3	34	\$100
Sun 26 Mar	0925 POINT ROBERT RETURN OCEAN RACE	FSC	3	35	Inc in above
Fri 7 Apr	1655 54th CAPE NATURALISTE & RETURN RACE	RPYC	3	245	\$100r
Sat 29 Apr	0925 CAPE VLAMINGH RACE	FSC	3	29	\$50
WINTER SERIES		VALMADRE CUP			
Sat 24 Jun	0925 VALMADRE - ARLENE RACE	FSC	4		\$100
Sat 8 Jul	0925 VALMADRE - ENSIGN RACE	FSC	4		Inc in above
Sat 22 Jul	0925 VALMADRE - MAYFLOWER RACE	FSC	4		Inc in above
Sat 5 Aug	0925 VALMADRE - VOLADORA RACE	FSC	4		Inc in above
OTHER EVENTS					
Mon 16 to Wed 19 Oct	Geraldton Lobster Pot Series	GYC	4		
Mon 26 to 28 Dec	COCKBURN SOUND REGATTA	TCYC	6, IRC 4		
Sun 12 to Fri 17 Feb	GEOGRAPHE BAY RACE WEEK 2016	RPYC	6, IRC 4		
Sat/Sun 1-2- Apr	2017 ROTTNEST FESTIVAL OF SAIL	RFBYC	6, IRC 3		



Ocean Racing Western Australia Championship Dinner

Ocean Racing Western Australia Presentation of Trophies

WILL BE HELD SATURDAY 17th June 2017

at Hillarys Yacht Club commencing 1830 hours

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

BLONDIE R34



Owner: Simon Torvaldsen

Division: Division 3

Make: S & S 34

Crew: Steve Humphries as Navigator (just look for the purple striped thermals!), Robin Morritt and Mike Foster often helping out on foredeck as well as back in the cockpit and Mike Finn assisting with tactics and helming. Bill Davey has also been a regular contributor over the last couple of seasons. Fortunately, almost all the crew have raced many thousands of miles offshore and we usually have multiple talented helmsmen on board, which makes for good watch planning and performance consistency.

History: Simon is a GP who previously owned a much smaller M27. Wanting to step up into offshore racing (and provide some cruising comforts for Rosemary!) he looked around and the only smaller well-built yacht that could be comfortably blue water cruised yet still win major races was the new S&S 34. So Blondie was built and more raced than cruised, with great success in Div 3 Offshore and Div 2 Blue Water, with many Divisional and outright wins now under the belt

Highlights: The highlight of last season was the overall performance, in once again winning the Div 3 Offshore trophy, plus every other series that we fully competed in. Of course the real highlight for us was in 2015, in winning the Fremantle to Albany race outright by a significant margin. This was a challenging race in many aspects with quality opposition, and it was a sailing career highlight for all on board to win it.

2015/16 Results

- Offshore 1st IRC 3rd YAH
- Weekender Series 1st IRC & 1st YAH
- Farrawa Cup 2nd IRC & 2nd YAH
- Success Cup 1st IRC & 2nd YAH

A letter from the CHAIRMAN

Offshore Racing Western Australia
c/- Yachting WA
Australia II Drive
CRAWLEY WA 6009

Dear Offshore Sailors,

In recent times you've possibly begun to hear the phrase "Offshore Racing Western Australia" or "ORWA" in place of what used to be called the "Offshore Committee".

The change in name was made to better reflect the type of sailing that the Committee was involved in.

ORWA is:

- A sub-committee of Yachting WA.
- As a sub-committee, ORWA is ultimately answerable to the Board of Management of YWA.
- The Clubs represented by (voting) Delegates on the ORWA Committee are the five clubs that are Organising Authorities for Offshore Races;
 - (i) Fremantle Sailing Club
 - (ii) South of Perth Yacht Club
 - (iii) Royal Freshwater Bay Yacht Club
 - (iv) Royal Perth Yacht Club
 - (v) Hillarys Yacht Club
- Boat Owners (co-incidentally from 3 different clubs and 3 different divisions) now join the Committee with full voting rights
- An advisory panel (who don't vote) have also been appointed.

Full details of who is on the Committee are set out on page 19 of this book.

A new set of Rules for ORWA (replacing the previous "Standing Orders") prescribing the objects and procedures of the Committee was adopted by YWA in June of this year. In a nutshell, the core objective is to promote Ocean Racing in Western Australia and establish guidelines for the various Organising Authorities to adhere to. A copy of the Rules can be obtained from ORWA or YWA.

In many respects any changes between the Offshore Committee and ORWA will likely become more apparent by how things are done, rather than what is actually being done.

The newly constituted Committee has resolved to communicate more effectively and more frequently to those with an interest in Ocean Racing, and welcomes feedback and input. If you have suggestions for improvement, please put them to your Club Delegate or other Committee member, who will bring it to the Committee table.

ORWA Committee members are volunteers, giving of their time and efforts for the betterment of Ocean Racing in general. ORWA does not have administrative or office staff. The Committee is therefore reliant on the support and goodwill of boat owners, crews, supporters and the countless volunteers involved in Ocean Racing.

It is possible that with the restructure of Yachting Australia and in turn Yachting Western Australia, further changes to how Offshore Racing in Western Australia is structured will be made down the track. ORWA will ensure that any developments along these lines will be broadcast to the Offshore Sailing fraternity as ultimately, it is you that the Committee is here to serve.

Ian Ball

Chairman

Offshore Racing Western Australia



Owner: Matt Dickman
Division: Double Handed
Make: Figaro 2

Crew: Variously ,Trent Carter, Geoff Bishop, Kingsley Piesse, Chris Dickmann, Kim Klakka,PJ Backshall

History: Trawling through boats-for-sale adverts, I found one this 2003 version in Switzerland and bought it. The boat was trucked from its home on Lake Constance to Basel (my home town) where it got loaded onto a river barge and 'sailed' down the Rhine, past my school and the house I grew up in on its way to Rotterdam. From there, it was loaded onto a cargo ship and came via Singapore to Fremantle. The boat is 10.15m long, 3.45m wide and draws 2.1m and can carry 240L of water ballast. The designer widened the boat from the first version to add stability down-wind. And it worked; the thing feels like it's on rails when you do 15 knots. The mast is carbon and the rigging is rod and the swept-back spreaders eliminate the need for running backstays, a feature a single-hander very much appreciates. There are twin rudders controlled by a tiller resulting in fantastic steerability and an uncluttered cockpit in which everything is ergonomically positioned. When you sit at the helming position you find that you can reach, without moving your bum, just about all the strings you would need to control both the main and the jib including a couple to adjust sheeting angle. FiftyFour is a beautiful boat to sail and it is a lot of fun too.

Highlights: The highlight of our season was to narrowly beat Kraken in the West Coaster race. Having chased them for most of the race and being a mile and a half behind at the Lancelin turning mark, we were 10 boat lengths in front at Fairway. It was like match racing from there, going blow for blow, tack for tack until we finally managed to increase our lead a little and finish first. It was a rare but sweet victory albeit only over the line. Thanks Trent!

2015/16 Results

- Offshore 1st IRC 1st YAH
- Weekender 3rd IRC
- Farrawa Cup 2nd IRC & 2nd YAH
- Success Cup 3rd IRC & 3rd YAH



Yachties in the know Doyle

Locally

Arajilla – Club Champion
Blondie – Offshore Winner
Capricious Wind – State Champion
Dirty Deeds – Offshore winner
Grand Piano – State Champion
This Way Up – Offshore Winner
Wild Bull – Offshore Winner
The X Factor – Offshore Winner

Nationally

Azzurro – Southport Winner
Margaret Rintoul V – Offshore Champion
Menace – MC38 Winner
Team Australia – Sydney to Hobart Record Run
Victoire – Offshore Winner
Chutzpah – Offshore Winner
White Noise – Airlie Beach Winner
Wild Rose – Sydney to Hobart Winner

Internationally

Bella Mente – IRC Winner
Hugo Boss – Round the World Racer
Invisible Hand – Transpac Winner
Leopard – Super Maxi
Ragamuffin 100 – Transpac Line Honours
RedKite – China Sea Race Winner
Salperton IV – Super Maxi
Team Shockwave – IRC Winner

Will Hammond

www.doyleaustralia.com

Doyle Sails

Ph: 08 9430 5366
 Fax: 08 9430 4243
 Email: will.hammond@doyleaustralia.com

will.hammond@doyleaustralia.com



SERIES INFORMATION

OFFSHORE PROGRAM

The **Rottneat Express Blue Water Championship** is for the hard-core offshore sailors. It consists of seven long-distance, overnight races with six to count, including the Geraldton Dirk Hartog, Bunbury and Naturaliste races, spread over seven weekends. A safety compliance of Category 2 is required for the Geraldton and Dirk Hartog races.

The **Rottneat Express Blue Water Championship** 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 **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 **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.

Overall results, where fleets race the same course off the same start time, combined fleet results will be made available.

EDITION NOTES

Yachting Photographs

Many of the 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 Ocean Racing Western Australia Committee members and many club members with proof reading and input is greatly appreciated. Rod Turner is thanked for his preliminary preparation of this edition. Abbotts Chartered Accountants have provided final proofing and assembly service and Chris Higham assistance is acknowledged.

2016/17 Ocean Racing Western Australia Annual Awards

The Ocean Racing Western Australia 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 June 1st 2017.

Advertising

Those wishing to advertise in the Ocean Racing Western Australia Handbook should contact Ocean Racing Western Australia Committee.

For administration of the rules see **YWA the Racing Rules Committee web page** at

http://www.foxsportspulse.com/assoc_page.cgi?c=1-10715-0-0-0/

or the link from the **YWA web page** at www.wa.yachting.org.au



DIRTY DEEDS AUS 8362



Owner: Alan Stein

Division: Division 1

Make: Carkeek GP 42

Crew: The Deeds is skippered by her owner, Alan Stein. Kyle "Chewy" Dodds is the sailing master and Kingsley Piesse navigates on the longer races. The core crew includes Dean Giraudo, Ryan Binedell, Yogi Balding, Ryan Keefe, Reimi Newman and Luca Brun. There are a few new stars signing on for the 2016-17 season.

History: Dirty Deeds is a 2007 Botin & Carkeek GP-42. She started her life racing in the Mediterranean as Fermax before moving to Queensland in 2010 where she campaigned as Alegria IV. Upon arrival in Australia she was modified for offshore racing with the addition of a new keel, bowsprit, wheel steering and a navigation pod. Her move over west in 2014 on the back of Macka McReady's truck was recorded for posterity in an episode of Outback Truckers. She arrived in Fremantle just in time to be re-christened as Dirty Deeds for the 2014-15 season.

Highlights: She came second behind Calm in her first Blue Water Series and then second again last year behind Indian. Highlights for the crew so far have been winning the Fremantle to Albany race in the 2014-15 season and then the Fremantle to Geraldton race in the 2015-16 season. The race to Geraldton was particularly memorable with sustained periods spent above 20 knots. Indian took line honours and the course record but the Deeds had a comfortable margin on IRC to take the win. The Deeds like to get up and boogie. She starts to hum at around 14 knots and then around 18 knots the pitch changes and she starts to sing properly. That's the Dirty Song and when you hear that you know she is happy. Here's hoping for lots of singing in season 2016-17.

2015/16 Results:

- Siska Trophy 2nd overall
- Bluewater 2nd IRC & 1st YAH
- Offshore 2nd IRC 3rd YAH
- Weekender Series 1st IRC & 1st YAH
- Farrawa Cup 1st IRC & 1st YAH
- Success Cup 1st IRC & 3rd YAH

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brisbane@onesails.com

GEELONG

Tony Bull
33 Eastern Beach Road,
Geelong, 3220
+61 3 5222 2930
geelong@onesails.com

SINGAPORE

Alice Lim/ Scott McCook
Changi Sailing Club
Netheravon Road
+65 9663 1425
singapore@onesails.com

PERTH (HEAD OFFICE)

Paul Eldrid/Rees Howell
2/3 Milson Place,
O'Connor, 6163
+61 8 9331 3910
perth@onesails.com

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Ocean Racing Western Australia SERIES 2016-2017

For awarding its trophies each season the Ocean Racing Western Australia 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 Rottnest Express Blue Water Championship. If six or fewer races are completed then all races shall count.

Rottnest Express Blue Water Championship – Fully Crewed & Double Handed

Seven races, six to count. Lowest IRC score is the overall winner. IRC and YAH results for each division.

						CAT
1	Roland Smith Ocean Race	Sat	24th	Sep	2016	3
2	Geraldton Ocean Classic	Sat	15th	Oct	2016	2
3	Dirk Hartog Race	Thurs	20th	Oct	2016	2
4	69th Bunbury and Return Ocean Race	Fri	20th	Jan	2017	3
5	Fremantle to Busselton Iberia	Fri	10th	Feb	2017	3
6	The West Coaster Race	Sat	11th	Mar	2017	3
7	54rd Naturaliste and Return Race	Fri	7th	Apr	2017	3

Beneteau Offshore Series – Fully Crewed & Double Handed

Five races, four to count. IRC and YAH results for each division.

1	George Law Foundation Race	Sat	17th	Sep	2016	3
2	Rockwater Coventry Reef Race	Sat	12th	Nov	2016	3
3	Around The Sound Race	Sun	11th	Dec	2016	4
4	Carnac Island Race	Sat	14th	Jan	2017	3
5	Cape Vlamingh Race	Sat	29th	Apr	2017	3

Beneteau Weekend Series – Fully Crewed & Double Handed

Six races, five to count. IRC and YAH results for each division.

1	Dolphin Race	Sat	26th	Nov	2016	4
2	Gordon Craig Ocean Race	Sun	27th	Nov	2016	4
3	Pot of Gold Race	Sat	25th	Feb	2017	3
4	Shepherdess Race	Sun	26th	Feb	2017	4
5	Halls Head Race	Sat	25th	Mar	2017	3
6	Point Robert Return Race	Sun	26th	Mar	2017	3

RFBYC 40th Farrawa Cup Series (2016-2017)

Four races, four to count. Separate IRC & YAH prizes for each division and an overall winner.

1	Roland Smith Ocean Race	Saturday 24th September 2016	Cat 3
2	Dolphin Race	Saturday 26th November 2016	Cat 4
3	Gordon Craig Ocean Race	Sunday 27th November 2016	Cat 4
4	69th Bunbury and Return Ocean Race	Friday 20th January 2017	Cat 3

The 40th Farrawa Cup Series Presentation Evening will be held on Thursday 23 February 2017 at RFBYC

FSC Success Cup

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

1	George Law Foundation Race	Saturday 17th September 2016	Cat 3
2	Rockwater Coventry Reef Race	Saturday 12th November 2016	Cat 3
3	The West Coaster Race	Saturday 11th March 2017	Cat 3
4	Halls Head Ocean Race	Saturday 25th March 2017	Cat 3
5	Point Robert Return Ocean Race	Sunday 26th March 2017	Cat 3

2016-2017 CLUB OFFSHORE SERIES

FSC Valmadre Cup

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

1	Arlene Ocean Race	Saturday 24th June	2017	Cat 4
2	Ensign Ocean Race	Saturday 8th July	2017	Cat 4
3	Mayflower Ocean Race	Saturday 22nd July	2017	Cat 4
4	Voladora Ocean Race	Saturday 5th August	2017	Cat 4



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Save the Dates 2016-2017

40th Farrawa Cup Series

AND

Rottnest Festival of Sail



Saturday 24 September 2016- 9am

Roland Smith Ocean Race

40th Farrawa Cup Series

(4 races, 4 to count)

Saturday 26 and Sunday 27 November 2016

Rockingham Race Weekend (& Youth Cup Series)

Roland Smith Ocean Race

Dolphin Race

Gordon Craig Ocean Race

(Dolphin Race, TCYC Windward/Leeward and Gordon Craig Ocean Race)

69th Bunbury and Return Ocean Race

Friday 20 January 2017 – 6pm

69th Bunbury and Return Ocean Race

Saturday 01 and Sunday 02 April 2017

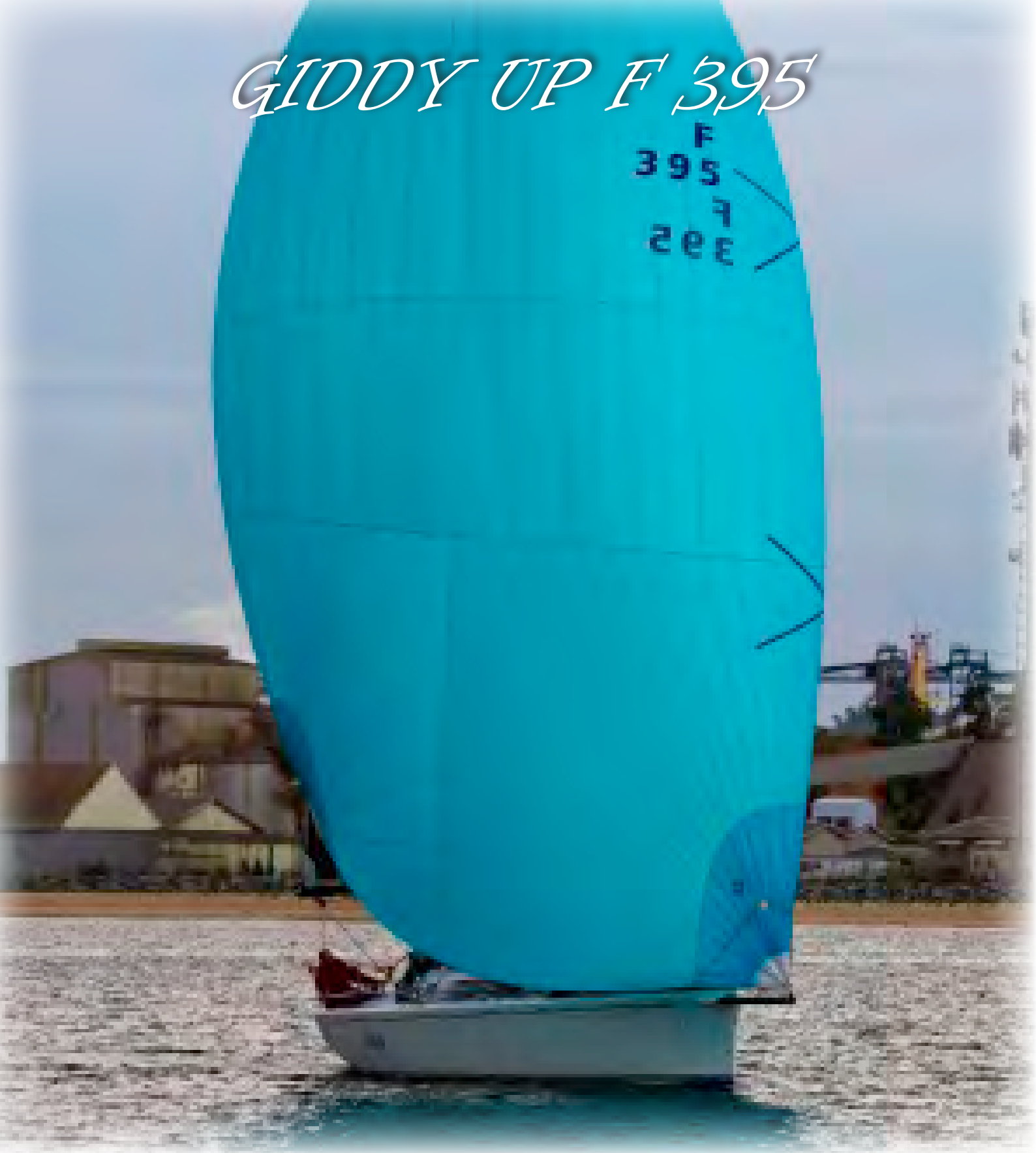
Rottnest Festival of Sail

Thursday 23 February 2017

Farrawa Cup Series,
Presentation Evening



GIDDY UP F 395



Owner: Robert Halversen

Division: Division 2

Make: Farr 395

2015/16 Results:

- Offshore 1st IRC 1st YAH
- Weekender Series 1st IRC & 1st YAH
- Success Cup 1st IRC



OCEAN RACING WESTERN AUSTRALIA COMMITTEE & CONTACTS

CHAIRMAN: IAN BALL

IRC Measurer

Tel (M) 0412 159 648

Email ian.ball@retraite.com.au

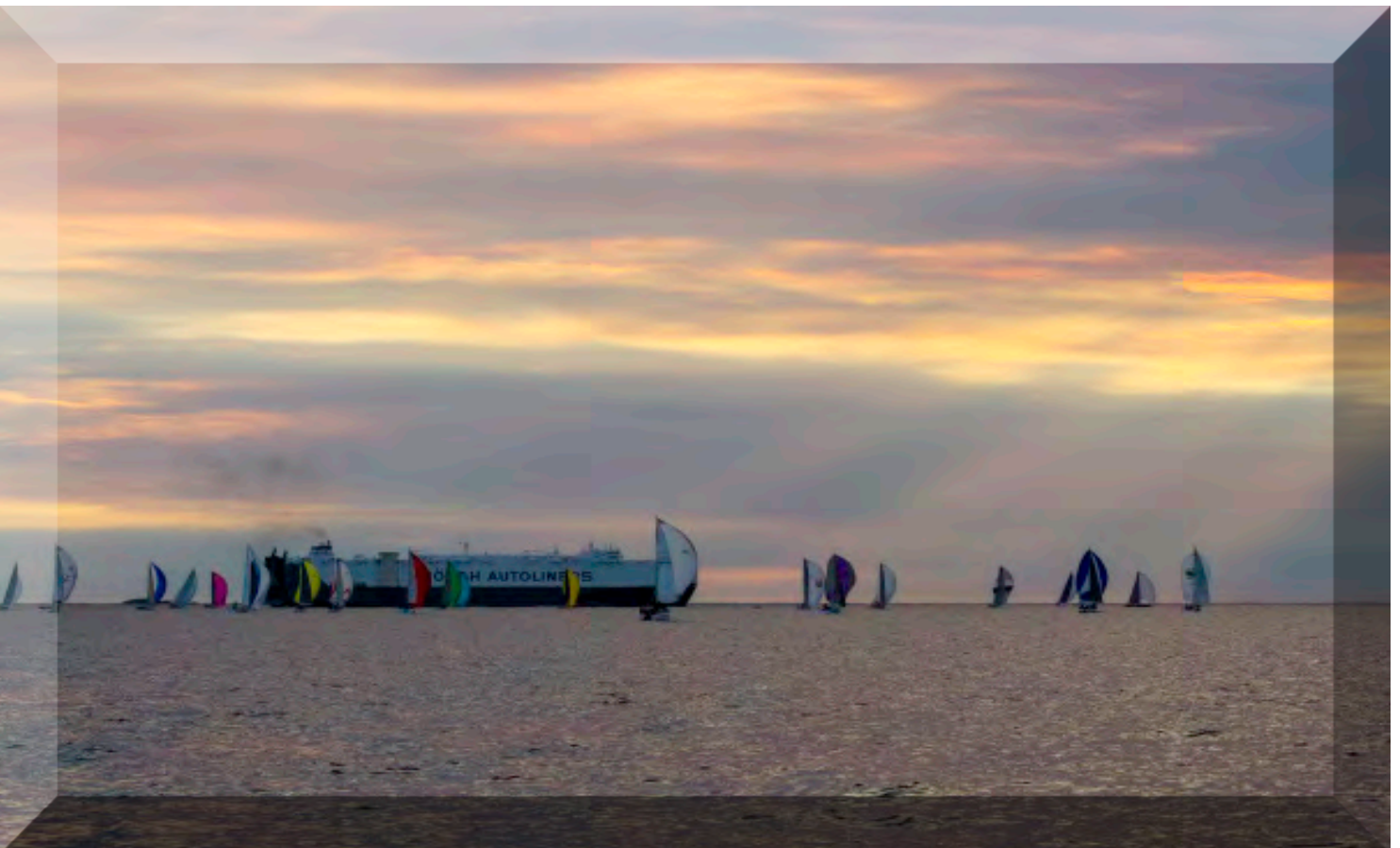
Ian Clyne Tel Email	Vice Chairman Boat Owner "Joss" 0400 400 915 ibclyne@yahoo.com	Chris Higham Tel Email	..... SoPYC (M) 0408 954 820 (W) 9321 2642 chrish@abbotts.net.au
Simon Torvaldsen Tel Email	Boat Owner "Blondie" (M) 0409 071 960 storvaldsen@3rdave.com.au	Todd Giraudo Tel Email	IRC Owners Rep. HYC (M) 0417 965 870 giraudo@bigpond.net.au
Anthony Kirke Tel Email	Boat Owner "Enterprise" (M) 0439 091 919 awkirke1@mac.com	Simon Prosser Tel Email	..... RFBYC (M) 0422 008 091 prossers@stgeorge.com.au
Darren Palmer Tel Email	..... RPYC (M) 0422 756 349 dazzdawg@gmail.com	Trevor Milton Tel Email	Ocean Racing WA Race Officer (M) 0419 280 268 trevor.sue.milton@bigpond.com
Paul Arns Tel Email	..... FSC (M) 0419 924 454 (W) 9318 5500 paul@arns.com.au	Heather Campbell Tel Email	Minutes Secretary (M) 0408 175 246 hgmessina@bigpond.com

OTHER NOMINATED REPRESENTATIVES

Ken Waller Tel Email	..... GBYC (M) 0412 921 669 kenwaller@iprimus.com.au	Neil Dixon Email	..... MOFSC neil@ennovateconsulting.com.au
Laurie Hatch Tel Email	..... GYC 9964 1664 gyc@wn.com.au	Gerry O'Dea Tel Mobile Email	(General Manager) YWA (W) 9386 2438 0481 212 992 gerry.odea@wa.yachting.org.au
Graeme Cole Tel Email	..... EFYC (M) 0408 931 623 G.Cole@murdoch.edu.au	Ross Dennis Tel Email	YAH Handicapper YWA (H) 9447 3720 (M) 0418 929 671 frandennis@gmail.com
John Rayner Tel Email	Trophy Officer CYC (W) 0401 935 530 John.Rayner@csiro.au		

With the Sailors thanks 2015/16

Bernie Kaaks Photos



ORGANISING AUTHORITY CLUBS

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 training@hillarysyachtclub.com.au
Website www.hillarysyachtclub.com.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

OTHER 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

GEOGRAPHE BAY YACHT CLUB

Address PO Box 243, Busselton WA 6280
Phone (08) 9752 2522
Fax (08) 9754 2866
Email gbycbsn@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

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

FSC Lucy Warhurst sailingadmin@fsc.com.au
HYC Chris Kelly chris@hillarysyachtclub.com.au
RPYC Hayden Swanson BoatingOperations@rpyc.com.au
RFBYC Susan Ghent offshore@rfbyc.asn.au

SoPYC Scott Nunn sailingadministrator@sopyc.com.au
EFYC Carola Poblete activities@efyc.com.au
MOFSC Jade Butson wba@mofsc.com.au
TCYC Amanda Beenham admin@tcyc.com.au

LOW FLYING DUCK HY197



Owner: Ryan Binedell

Division: Double Handed

2015/16 Results

- Weekender 1st IRC & 1st YAH
- Farrawa Cup 1st IRC & 1st YAH

THE SISKA TROPHY

The “**SISKA TROPHY**”, 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 SISKa, owned and sailed by Rolly Tasker. In 1988 Rolly Tasker rededicated it as the “SISKA TROPHY”. 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 SISKa 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. SISKa'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 ORWA Blue Water Series.



CURRENT HOLDER OF THE COVETED SISKa TROPHY

2015-2016	Indian	Craig Carter	RFBYC
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PREVIOUS WINNERS

2014-2015	Calm	Tony and Astrid Mitchell	FSC
2013-2014	Hoodoo Man	Craig Carter	RFBYC
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

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OPTIMUS PRIME, ENDORFIN and the
Reichel/Pugh 77 JELIK (shown here).



Left: GIDDY UP
with Carbon Titanium
sails and
UK Sailmakers
asymmetrics.

Right: CIRCA
with an X-Drive
LiteSkin main.
Bernie Kaaks
photo.



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2016-17 Summer Offshore Sailing Program

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

GEORGE LAW FOUNDATION RACE Sat 17th September 2016

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

ROCKWATER COVENTRY REEF RACE Sat 12th November 2016

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.

THE WEST COASTER RACE Saturday 11th March, 2016

Great offshore 140nm race around the back of Rottnest, up to Lancelin and back to Fremantle. The race will give crews great experience in night sailing along the WA coast.

HALLS HEAD OCEAN RACE Sat 25th March 2016

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 26th March 2016

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.

FSC SUCCESS CUP PRESENTATION Friday 21st April, 2017

The presentation of the Success Cup Trophies and prizes will be held at a cocktail party at Fremantle Sailing Club on Friday 21st April, 2017 from 6pm.

NOTICE OF RACE & SAILING INSTRUCTIONS



"Rail Meat"



NOTICE OF RACE

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

FSC
HYC
RPYC
RFBYC
SoPYC

The particular Organising Authority for each race is detailed on the Schedule of Races on page 7 of this book and the individual Notices Of Race for each race that follows on page 43 to page 70 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 34 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

RRS 52 Manual Power, shall not apply.

- 2.3.1 The use of stored power for the hoisting of mainsails or the reefing or furling of sails need not be declared.
- 2.3.2 Boats using stored power solely for the adjustment or operation of backstays shall declare this to Ocean Racing Western Australia.
- 2.3.3 Boats using stored power for the adjustment or operation of running rigging other than as noted in Rules 2.3.1 and 2.3.2 shall declare this to the Organising Authority.

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 Ocean Racing Western Australia Committee, a boat may be awarded her current average points for a lower rated YWA series she has been sailing in if she sails in a higher rated YWA race which overlaps in time with a lower race.
For the purposes of this rule the YWA 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.

2.5 Rule 44.1 is changed as stated in PROTEST ARBITRATION on page 37

NOTICE OF RACE *continued*

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 36.

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 Ocean Racing Western Australia 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 74.

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 and entry fee are shown on page 7
- 8.2 The YWA Series information starts on page 12.
- 8.3 The courses and trophies are shown on the notice for each race between page 43 and page 70.

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 77 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.

SAILING INSTRUCTIONS

1. **Supplementary Sailing Instructions** may be issued by the Race Committee for each event. In the event of a conflict with these Sailing Instructions the Supplementary Sailing Instructions will take precedence

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 should be removed if the boat has retired or is no longer racing.

Flags are: Blue Water, Offshore and Weekend Division 1	Naval Numeral ONE
Blue Water, Offshore and Weekend Division 2	Naval Numeral TWO
Offshore and Weekend Division 3	Naval Numeral THREE
Blue Water, Offshore and Weekend Double-Handed	Naval Numeral FOUR

3. NOTICES TO COMPETITORS / CHANGES TO SAILING INSTRUCTIONS

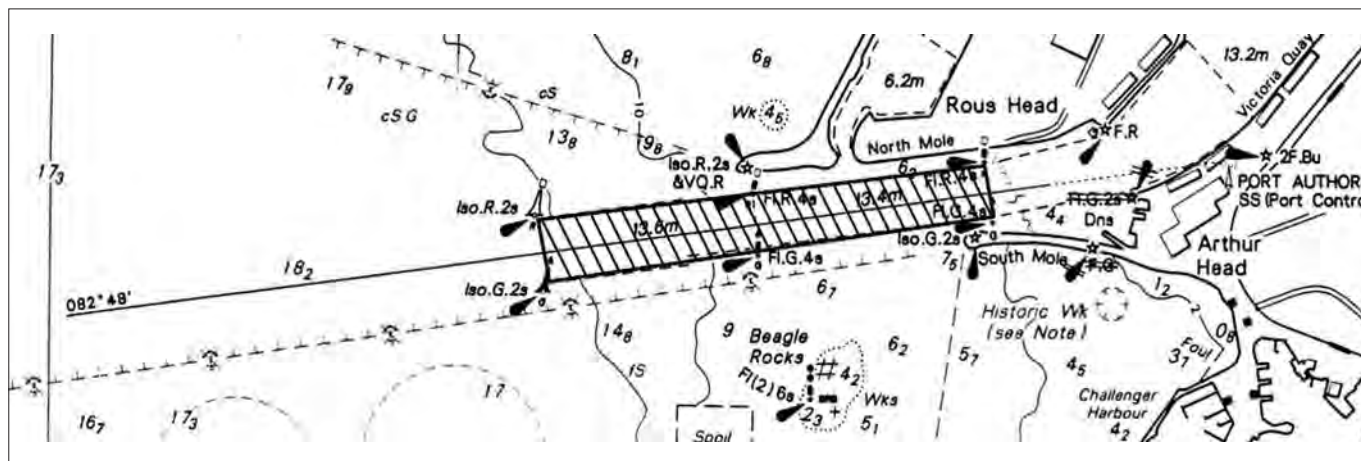
If any notices or changes are required, Flag "L" will be displayed on the Start Boat and the changes will be broadcast on VHF Ch 72 prior to the first scheduled Warning Signal.

4. MARKS

Refer to the POSITION and DESCRIPTION of MARKS on page 37, or otherwise as listed on the race notice page

5. 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. For the purpose of the RRS the area is an *obstruction and the limit of safe pilotage*.



6. THE START

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 otherwise detailed in the Supplementary Sailing Instructions.

6.3 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 burgee) at the Starboard end, and a marker buoy at the Port end. The port end marker buoy will be described in the supplementary sailing instructions for each race

6.4 STARTING TIME LIMIT

A boat starting later than 15 minutes after her Starting Signal (for race category 4) or 30 minutes after her Starting Signal (for race categories 2 or 3) will be scored DNS.

6.5 BROADCAST OF TIMING SEQUENCE

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

6.6 DAY BUOY

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

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

A RED flag means the mark is to be left to Port.

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

6.7 COURSE FLAG

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

SAILING INSTRUCTIONS *continued*

7. 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 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 36.

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 150 metres east of the South Mole Lighthouse and an outer yellow buoy (32° 03.52' S 115° 44.07' E) bearing approx 180° at a distance of 0.15 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

SAILING INSTRUCTIONS *continued*

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 37.

17. RADIO COMMUNICATIONS

17.1 FREQUENCIES

17.1.1 Compulsory Frequencies are listed in RADIO FREQUENCY INFORMATION on page 74.

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)

17.1.3 USE OF VHF REPEATER CHANNELS

Except for radio checks on a repeater channel, a repeater channel should not be used unless the primary channel 72 communications between the parties is restricted by distance i.e. generally when communicating parties antennas are beyond line of sight. Then the appropriate repeater channel should be switched to if the repeater coverage is expected to normally cover the communicating parties. The selection of repeater channel and timing of its usage should be done by the Organising Authority and detailed in the Sailing Instructions or Supplementary Sailing Instructions. This means that the race start should be on channel 72 even if the fleet will later switch to 'for example' 82 for their first position report in a long race where they are going out of range of the race control shore VHF antenna. Similarly final mark rounding and any race finish communications should be on channel 72.

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 Channels 16, 73 or local VHF repeater channel. 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.

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.

ENTERPRISE AUS 2000



Owner: Anthony Kirk/ Andrew Nuttman

Division: Division 1

Make: Farr 40

Crew: Terry Posma, Darryl Armstrong, Jack Chaston, Marie Connelly, Emma Higham, Sergio Vazquez, Tobias Byrne (Boatman), Helm Matt Powell, Nick Whyatt, Simon Kirke & Julian Corliss

History: Raced previously inshore as YO2 in Perth and Asia the boat has been fitted out for offshore racing by current owners Anthony and Andrew. With a modified keel fitted by Peter Milner the boat has been optimised for IRC racing and given the right conditions will challenge any of the other 40 footers. A major refit during winter has the boat well set for the coming season with the Denham race being the first focus for the Summer Season.

Highlights: Iberia was a highlight taking top place in Div 1 Blue Water for first time during season. this was achieved by total committed effort from the crew who spent the whole race on the rail.

2015/16 Results:

- Bluewater 3rd IRC & 3rd YAH
- Offshore 1st IRC 1st YAH
- Success Cup 2nd IRC & 1st YAH
- Valmadre Series 3rd IRC 3rd YAH

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
"Copy of the current Ocean Racing Western Australia 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. A copy of the registration dates must be kept on board.

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.

CIRCA F28



Owner: Bill Henson

Division: Division 2

Make: C&C 115

Crew: Main & tactics: Dave McDonald, ex Etchell sailor & 3 time Sydney Hobart, Foredeck: Richard Kendall & Tom Shilson - the rougher it gets, the more they enjoy it!

History: Circa is a C&C 115 built in the USA in 2006. I've raced and cruised since then including the 2013 Bali race and the 2015 Albany race and cruising in Shark Bay and the Kimberly, putting ~12,000 miles on the log over the past 10 years.

Highlights: The Valmadre series and the IRC State championship results were the highlight, in particular the win in the last race.

2015/16 Results:

- Farrawa Cup 3rd IRC
- Success Cup 1st YAH
- Valmadre 2nd IRC & 1st YAH
- State Championships 2nd

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 & 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 & 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	
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	



Owner: Laurie & Madeline Flynn

Division: Division 3

Make: Beneteau First 34.7

Crew: Mark Williams (Bow), Drew Walker (Mast), Bill Symons (Main), Amanda Casebier (Trim) and Ian Candy (Trim), along with Maddie on strings and Laurie on helm and a cast of guest artists,

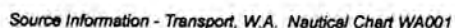
History: Laurie & Maddie Flynnne's FSC-based Beneteau First 34.7 has been a consistent performer for many years, with a reputation for being noisy both on and off the water.

Highlights: The 2015/16 season was one of the rare ones where everything went to plan. Suggestions that the Flynnes should buy Blondie have been firmly rejected.

2015/16 Results:

- Offshore 2nd IRC 2nd YAH
- Weekender Series 2nd IRC & 2nd YAH
- Farrawa Cup 3rd
- Success Cup 2nd IRC & 1st YAH
- GBRW 1st IRC 2

NOT INTENDED FOR NAVIGATION



DART VADER HY 3000



Owner: Wayne Piitcher

Division: Double Handed

2015/16 Results:

- Success Cup 1st YAH
- Valmadre 2nd IRC & 2nd YAH
- State Championships 1st

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 17th September 2016**

Warning Signal: Offshore Double Handed 0925
Offshore Division 3 0930
Offshore Division 2 0935
Offshore Division 1 0940

Safety: Category 3, offshore

Trophies: IRC & YAH

Series: FSC Success Cup, Beneteau Offshore

Entry Fee: \$75

Entries: Must reach FSC no later than **1700 hrs Monday 12th September 2016**

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

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

RACE OFFICE

FREMANTLE SAILING CLUB, 9430 6063



SELKE 4045



Owner: Alison Stock

Division: Double Handed

Make: Northshore 38

Crew: Brad Skeggs

2015/16 Results:

- Success Cup 1st YAH
- Valmadre 1st IRC & 3rd YAH
- State Championships 2nd

ROLAND SMITH OCEAN RACE

Organising Authority	ROYAL FRESHWATER BAY YACHT CLUB
History	see Roland Smith Ocean Race on page 72
Date	Saturday 24th September 2016
Distance	80 n miles
First Warning Signal	0855 (see supplementary sailing instructions)
Safety	Division 1,2,3 Category 3 Double Handed Category 3 All yacht must carry a tracking device, supplied by the Organising Authority
Trophies	IRC & YAH
Series	Rottneest Express Blue Water Championship, (1,2, Double Handed) 40th Farrawa Cup Series (1,2,3, Double Handed)
Start	Boat Start, Fremantle
Entry Fee	\$150
Entries	Enter online, no later than 1700 hrs Monday, 19th September 2016

COURSE (80nm)

Cross the Start Line	
Day Buoy	
Green No 1 Channel Marker	to Port
Red "J" Channel Marker	to Port
Green No 10 Channel Marker	to Stb
Green No 11 Channel Marker	to Stb
Eastern Challenger Passage Lead Beacon	to Stb
Outer Starboard Buoy Challenger Passage	to Port
James Service Reef South Cardinal Mark	to Port
The approximate position is:	
32° 27.750'S 115° 39.400'E	
MOFSC Mark B (Yellow cylindrical marker)	to Stb
The approximate position is:	
32° 30.121'S 115° 42.443'E	
James Service Reef South Cardinal Mark	to Stb
Rottneest Island	to Stb
leaving all Sanctuary Zone areas to starboard including:	
West End Sanctuary Zone - SW	32° 01.911'S 115° 26.381'E
West End Sanctuary Zone - NW	32° 00.986'S 115° 26.381'E
Armstrong Pt Sanctuary Zone - NW	31° 59.171'S 115° 29.960'E
Armstrong Pt Sanctuary Zone - NE	31° 58.880'S 115° 30.689'E
Kingston Reefs North Cardinal Buoy	to Stb
Leaving Red "A" Harbour Entrance Buoy	to Port
Green No 1 Harbour Entrance Buoy	to Port
To South Mole Finishing Line	

RACE CONTROL RFBYC Radio Room, 0421 231 343
EMAIL: offshore@rbyc.asn.au
WEBSITE: rbyc.asn.au



THE NEXT FACTOR RF 5758



Owner: Dave Walling

Division: Division 1

Make: Farr 40

Crew : Mike Hughes, Peter Ahern, Skip Lissman, Luke Patterson, Gordon Lucas, Gordon Blaauw

History: Commissioned in 2008 the yacht has won pretty much everything several times over and back to back (Editors notes, the guys are too shy to talk about it !)

Highlights: Winning everything

2015/16 Results:

- Valmadre Series 1st IRC
- IRC State Championships 1st
- GBRW 1st IRC 1

48TH GERALDTON CLASSIC

Organising Authority	SOUTH OF PERTH YACHT CLUB AND GERALDTON YACHT CLUB		
History	see Fremantle to Geraldton Race on page 71		
Date	Saturday 15th October 2016		
Warning Signal	Division 1 2 & Double Handed	0925	Distance 221 n miles
Safety	Category 2		
Trophies	IRC and YAH (see further details below)		
Series	Rottnest Express Blue Water Championship		
Start	Boat start, Fremantle		
Entry Fee	\$150		
Entries	Shall reach SoPYC no later than 1700 hrs Friday 30th September 2016 . Late entries, if accepted, will incur an additional \$150 fee.		
Briefing	At least the skipper and navigator shall attend the race briefing and weather report on Friday 14th October 2016, 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			

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.
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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.
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RACE CONTROL	SOUTH OF PERTH YACHT CLUB, 9364 5844 GERALDTON YACHT CLUB, 9964 1664
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PRINCIPAL SPONSORS



THE DIRK HARTOG OCEAN CLASSIC 2016

Commemorating Dirk Hartog's landing at Cape Inscription in 1616.

The first known landing on Australian soil by a European was on October 25th, 1616. The Eendracht, a wooden hulled, 700 tonne trading ship captained by Dirk Hartog was on route to Batavia but sailed further East than usual and hence sighted the Australian coast. This is a prominent event in Australian history, and sailing history as trading ships like the Eendracht play a role in the evolution of racing yachts. So in 2016, 400 years later we celebrate with a race to Denham, and a festival of music, art, culture and history in the stunning Shark Bay.



In the 17th and 18th century, trading of goods from Asia to Europe was a big business and in 1602 the first multinational corporation was founded. The Dutch East India Company, or the VOC (Verenigde Oost-Indische Compagnie) held the monopoly on trading within and between Asia and Europe. The heart of the VOC's Asian operation was in Batavia, now named Jakarta and they held hundreds of bases, with established trading posts in Cape Town, Sri-Lanka, India, China and Japan. The trading of spices, silk, fine china, gold, silver and exotic goods including opium, made huge profits. The VOC became the most powerful trading and shipping company in the world and among others, owned the largest shipping yard based in Amsterdam.

Trading voyages were tedious and dangerous taking up to 9 months at an average of 7 knots. Ships were often wrecked, lost, ambushed, attacked and raided. The VOC began building smaller, faster and more manoeuvrable ships that could sail closer to the wind. This type of boat was known as a "Jacht Schip", meaning a swift, light vessel used for war, commerce or pleasure. The word "yacht" is derived from the Dutch word "jacht" which means to hunt, chase or pursue and this is exactly what they did. The Dutch Navy were able to force pirates and other transgressors into shallow waters and run aground. They could outsail and outmanoeuvre other ships, allowing them to attack and avoid attack with ease.

With a combination of commercial organisations in various cities of Holland, the VOC was the first company to issue negotiable shares. By 1669, the VOC was the richest private company in the world, paying dividends up to 40% on the original investment. With more than 150 merchant ships, 40 war ships, 50,000 employees and a private army of 10,000 soldiers, the VOC had the power to wage war and negotiate treaties. The wealth in the North West of the Netherlands was extreme at this time and the very rich would sometimes wager on a competition between ships. Soon, custom built recreational yachts started to emerge and the sport of yacht racing began.

Petrus Vlaar & Sonya Vlaar

The Dirk Hartog Ocean Classic, be part of it.

"This race is only held once every 400 years, and last time, a Dutchman won it"

Ian Ball

DIRK HARTOG RACE

Organising Authority	SOUTH OF PERTH YACHT CLUB		
Date	Thursday 20th October 2016		
Warning Signal	Division 1, 2 & Double Handed	0925	Distance: 250 n miles
Safety	Category 2		
Trophies	IRC and YAH (with further awards to be advised in the SSI's)		
Series	Rottnest Express Blue Water Series and Siska Series		
Start	Boat Start, Geraldton		
Entry Fee	\$150		
Entries	Shall reach SoPYC no later than 1700 hrs Friday 30th September 2016. Late entries, if accepted, will incur an additional \$150 fee.		
Briefing	Geraldton Yacht Club 0730 Thursday 20th October 2016		

HISTORY

South of Perth Yacht Club are proud to be associated with the 400 Year anniversary of Dirk Hartog's Landing on the vessel Eendracht in Western Australia in 1616. To mark this quadricentenary occasion, South of Perth Yacht Club and Fremantle Sailing Club with the help from Geraldton Yacht Club and the City of Greater Geraldton, will be conducting a race to Dirk Hartog Island.

CHARTS

The following charts shall be carried: Pepper Point to Geraldton AUS 746 Point Quobba to Pepper Point AUS 748 Shark Bay South Eastern Sheet AUS 749 Shark Bay South Western Sheet AUS 74 Approaches to Useless Loop

COURSE

Starting near Bluff Point lead
To Day Buoy Geraldton to starboard
To Cape Inscription to starboard
To Denham finish

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.

RACE CONTROL CONTACTS
WHILST RACING
FOR ADMINISTRATION ENQUIRIES

SOUTH OF PERTH YACHT CLUB
REFER TO SSI's FOR CONTACT OPTIONS
PH 93645844

ADDITIONAL TROPHIES

Additional commemorative trophies will be presented for the race.



**ROYALTIES
FOR REGIONS**



HUCKLEBERRY R131



Owner: Phill Somerville- Ryan

Division: Division 3

Make: S & S 34

Crew: Phil(the Pirate), John Gavigan (The Deaf Man), Ryan Honschooten (the Blind Man), Brendon Hodge (strings), Leonie Moore (Nav)

History: Huckleberry was built by Merv (Vale) and Mike Finn, Huckleberry has been raced extensively, with a great deal of success for over 30 years. Huckleberry during his racing career has won just about everything there is to win in WA including winning the Siska Trophy Series three times on IRC and the Geraldton Ocean Classic twice. She was sold to Steve Humphries in 2006 who skippered Him (Yes he is a boy) in the 2007 Sydney to Hobart achieved third in IRC Class E and 28th overall - a great result for a mature boat. In 2008 he came second (by 4 minutes!) in the Fremantle to Geraldton race. Phil bought Him 2013

Highlights: From a sailing and crew teamwork perspective a highlight was the Coventry Reef Race, where Phil thought the crew finally got some of his teachings. A day where the spinnaker is not being used as a prawning net on Huckleberry is a good day! Although, Mother Nature's lightning storm at race end was less than welcome.

2015/16 Results:

- Offshore 3rd IRC 1st YAH
- Farrawa Cup 1st IRC & 1ST YAH

ROCKWATER COVENTRY REEF RACE

Organising Authority	FREMANTLE SAILING CLUB			
History	see <i>The Coventry Reef Race</i> on page 71			
Date	Saturday 12th November 2016			
Warning Signal	Offshore Double Handed	0925	Distance	48 n miles
	Offshore Division 3	0930		
	Offshore Division 2	0935		
	Offshore Division 1	0940		
Safety	Category 3			
Trophies	YAH and IRC			
Series	Beneteau Offshore			
	FSC Success Cup			
Scoring	NOR rule 2.4.2 applies			
Entry Fee	\$75			
Entries	Must reach FSC no later than 1700 hrs Monday 7th November 2016			
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		

RACE OFFICE **FREMANTLE SAILING CLUB, 9430 6063**

ROCKWATER IS PLEASED TO SPONSOR THE ROCKWATER COVENTRY REEF RACE



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

Our current geothermal heating projects include Mandurah, Cockburn and Scarborough aquatic centres, which are under-way or soon to be started.

We also locate groundwater supplies for drinking and commercial/mining use. The firm is WA-owned and has operated for more than 40 years.

COUGAR R111



Owner: Scott Glaskin

Division: Division 2

Make: Farr 30

Crew: Scott Glaskin, Peter Hood, Andrew McKean, other regulars - Brad Moore, David Bowness, Dean Brady

History: Cougar a Farr 30 - which were also known as the Mumm 30. It previously named Leewana, when it won a Geraldton race. We changed the name to Cougar – as it was an old Mumm chasing around buoys all afternoon. It sails with the standard Farr 30 class configuration, with an IRC optimised mainsail.

Highlights: The highlight was a successful winter campaign - winning the IRC State Championships with 7 firsts and a second, and the Valmadre Series.

2015/16 Results

- Valmadre Series 1st IRC & 3rd YAH
- IRC State Championships 1st

ROCKINGHAM RACE WEEKEND

Incorporates the DOLPHIN RACE and the GORDON CRAIG OCEAN RACE

The Rockingham Race Weekend will comprise of the Dolphin Race and the Gordon Craig Ocean Race, together with short course windward-leeward racing on the Sunday morning.

The Rockingham Race Weekend, Youth Cup Series will be run in conjunction with the event

Organising Authority	ROYAL FRESHWATER BAY YACHT CLUB with the assistance of THE CRUISING YACHT CLUB OF WA		
History	see Gordon Craig Ocean Race and Dolphin Race on page 72		
Date	Saturday 26th and Sunday, 27th November 2016		
First Warning Signal	Saturday – Dolphin Race (27 nm) from	0955	
	Sunday - windward leeward series	0955	
	Sunday – Gordon Craig Ocean Race (20 nm) follows windward leeward series		
Classes and Safety:	Division 1,2 & 3	Category 4	
	Double Handed	Category 3	
	Windward / Leeward Races	Category 6	
Trophies	IRC & YAH		
Series	Beneteau Weekend Series, 40th Farrawa Cup Series		
Start	Saturday – Start area Fremantle		
	Sunday – Boat Start, Mangles Bay, Rockingham		
Entry Fee	\$120		
Entries	Enter online, no later than 1700 hrs Monday, 21st November 2016		

COURSE Details will be contained in the Supplementary Sailing Instructions available from the Club website and sent by email to entered yachts, a minimum of 2 days prior to the event.
Saturday, Dolphin Race from Fremantle to Rockingham. Stay overnight at TCYC, moorings provided. Entertainment and dinner at TCYC.
Sunday, windward-leeward race followed by Gordon Craig Ocean Race from Rockingham to Fremantle.

YOUTH CUP SERIES Yachts with a minimum of one person under the age of 25 as part of the crew will qualify for the Youth Cup Series. A separate set of results is calculated for this event with a bonus off the yachts handicap for each youth person in the crew, to a maximum of 3 to calculate the bonus.
Full details in the SSI's.

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.

RACE CONTROL	RFBYC Radio Room, 0421 231 343
EMAIL	offshore@rbyc.asn.au
Event Web Site	rbyc.asn.au





LITHIUM F 46

Owner: Graeme Monkhouse

Division: Double Handed

Make: J122

Crew: Double Handed sailing means less crew but more work for everyone. I had a number of great crew last year - Sam Monkhouse, PJ Backshall and James Williams.

History: Lithium was built in 2008 and trucked to Fremantle from Sydney in 2011. It has been lightly raced since then with mainly double handed racing and a few fully crewed Regattas. Cruising from Quindalup to the Abrolhos and a fair bit of time at Rottnest enjoying the wonderful local attractions have been highlights of owning Lithium. No breakages, no groundings, no collisions, winning races and comfortable cruising - what a boat.

Highlights: I love all the races in the Success Cup and with other sailing interests this is the only offshore double handed series I compete in. Favourite sailing is always the Mandurah weekend irrespective of the result. Cockburn Sound Regatta is also a great time on the water.

2015/16 Results

- Success Cup 1st IRC & YAH

OH & S AROUND THE SOUND RACE

Organising Authority	SOUTH OF PERTH YACHT CLUB		
History	see <i>Around The Sound Race</i> on page 71		
Date	Sunday 11th December 2016		
Warning Signal	Offshore Double Handed	0925	Distance 30 n miles
	Offshore Division 3	0930	Distance 30 n miles
	Offshore Division 2	0935	Distance 38 n miles
	Offshore Division 1	0940	Distance 38 n miles
Safety	Offshore	Category 4	
	Double Handed	Category 3	
Trophies	YAH and IRC		
Series	Beneteau Offshore		
Entry Fee	\$50		
Entries	Must reach SoPYC no later than 1700 hrs Monday 5th December 2016.		
Start	Boat Start, Fremantle		

COURSE 1 - Div 1, 2	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	

& Double Handed	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	

RACE CONTROL **SoPYC (at FSC RACE OFFICE), 9430 6063**



OBSESSION F 1245



Owner: Paul Arns

Division: Division 1

2015/16 Results:

- Valmadre Series 2nd IRC & 1st YAH
- IRC State Championships 2nd

CARNAC ISLAND RACE

Organising Authority	ROYAL PERTH YACHT CLUB	
Date	Saturday 14th January 2017	
Warning Signal	Offshore Double Handed	0925
	Offshore Division 3	0930
	Offshore Division 2	0935
	Offshore Division 1	0955
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 January 2017	
Start	Boat Start, Fremantle	

COURSE 1 - Div 1, 2 & Double Handed	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 2 - Div 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	

RACE CONTROL FSC, 9430 6063



CUTTY WREN 999



Owner: Peter Henley

Division: Double Handed

2015/16 Results

- Offshore 3rd IRC & 3rd YAH
- Valmadre 3rd IRC & 1st YAH
- State Championships 3rd

69TH BUNBURY AND RETURN OCEAN RACE

Organising Authority	ROYAL FRESHWATER BAY YACHT CLUB		
History	see <i>Bunbury & Return Ocean Race</i> on page 72		
Date	Friday 20th January 2017		
First Warning Signal	Division 1,2,3 & DH	1825	Distance 170 n miles
Classes and Safety	Category 3 - Plus Personal Locator Beacons for each crew member. All yachts must carry a tracking device, supplied by the Organising Authority..		
Trophies	IRC & YAH		
Series	Rottnest Express Blue Water Championship (1,2,Double Handed) 40th Farrawa Cup Series (1,2,3,Double Handed)		
Start	Boat Start, Fremantle		
Entry Fee	\$150		
Entries	Enter online, no later than 1700 hrs Friday, 16th January 2017		

COURSE

Crossing the Start Line	
Day Buoy	
Western South Passage Transit Beacon	to Port
Gate: leaving Mark Boat Bunbury	to Stb.
and Day Buoy One Bunbury	to Port
Day Buoy Two Bunbury	to Stb.
Mark Boat Bunbury	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

The approximate location 33° 18.890'S 115° 38.772'E

KOOMBANA BAY DAY BUOY'S

Day Buoy One Bunbury, approximate location 33° 18.913'S 115° 38.840'E

Day Buoy Two Bunbury, approximate location 33° 18.975'S 115° 39.090'E

(More information will be provided in the Supplementary Sailing Instructions)

RACE RECORD the current race record is held by *Indian*.

2016	Indian	C. Carter	17:42:09
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For the purpose of the race record, rounding times will be taken on both rounding's of the Mark Boat Bunbury Harbour. This time will be removed from the finishing place of the first yacht over the line. This record comparison time will only be used for the purpose of calculating the race record.

RACE CONTROL EMAIL WEBSITE

RFBYC Radio Room, 0421 231 343
offshore@rbyc.asn.au
rbyc.asn.au







FREMANTLE TO BUSSELTON IBERIA RACE

(RACE WEEK FEEDER)

Organising Authority	ROYAL PERTH YACHT CLUB assisted by GEOGRAPHE BAY YACHT CLUB		
Date	Friday 10th February 2017		
Warning Signal	Division 1,2 & DH	HANDICAP START see below	Distance 110 n miles
Safety	Category 3		
Trophies	YAH and IRC		
Series	Rottnest Express Blue Water Championship		
Entry Fee	\$50		
Entries	Shall reach RPYC no later than 1700 hrs Monday 6th February 2017		
Start Line	The start line will be what is traditionally the offshore "South Mole Finishing Line", by crossing that line in a Westerly direction to the first mark.		

COURSE	Crossing the Start Line (see above) Green No.1 Channel Marker Gate: leaving "J" Channel Marker and No.10 Channel Marker No. 11 Channel Marker Eastern Challenger Passage Lead Beacon Outer Starboard Buoy, Challenger Passage leaving Coventry Reef Bunbury Outer Channel Marker #3 To Port Geographe Finish Line	to Port to Port to Stb. to Stb. to Stb. to Port to Stb. to Stb.
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.	
HANDICAP START	The Organising Authority will release provisional boat start times on Tuesday 7th February. Final individual handicap start times will be issued at 1700 on Thursday 9th February.	
RACE CONTROL	RPYC (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 11th February 2017

Further details will be provided with
Supplementary Sailing Instructions



IRC STATE CHAMPIONSHIPS

Incorporating POT OF GOLD & SHEPHERDESS CUP

Organising Authority	HILLARYS YACHT CLUB	
Dates	Friday 24th February to Sunday 26th February	
Warning Signals	Friday 24th February First fleet 0955	
	Saturday 25th February First Fleet 0925	
	Sunday 26th February First Fleet 0925	
Classes & Safety	Division 1, 2, 3 & Double Handed	Category 4 Offshore
Trophies	IRC for IRC State Championship Races IRC and YAH for individual passage races	
Series	IRC State Championships Passage Races count for Beneteau Offshore Weekend Series	
Entry Fee	\$150 all inclusive	
Entries	To be received by HYC no later than Friday 17th February 2017	
COURSES	To be advised in Supplementary Sailing Instructions to be issued no later than 17 th February 2017	

RACE CONTROL **HILLARYS YACHT CLUB, 0402 412 545**



THE WEST COASTER RACE

Organising Authority	FREMANTLE SAILING CLUB
Date	Saturday 11th March 2017
Warning Signal	Blue Water Division 1,2 & DH 0925 Distance 140 n miles
Safety	Category 3 plus PLB's required for each crew member
Trophies	YAH and IRC: Division 1,2 and Double Handed
Series	Rottnest Express Blue Water Championship FSC Success Cup
Entry Fee	\$130
Entries	Must reach FSC no later than 1700 hrs Monday 6th March 2017
Start	Boat Start Fremantle
COURSE	Crossing the Start Line Day Buoy West South Passage Transit Beacon to Port Cape Vlamingh (and leaving all Marine Sanctuary Boundary Marks) to Stb. Lancelin Day Buoy (Position to be confirmed in SSI's) to Port Fairway Landfall Buoy to Port Hall Bank to Stb. Red A & Green 1 Harbour Entrance Buoys to Port To South Mole Finish Line

RACE OFFICE FREMANTLE SAILING CLUB 9430 6063



SPONSORED BY



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 71	
Date	Saturday 25th March 2017	
Warning Signal	Offshore Double Handed	0925
	Offshore Division 3	0930
	Offshore Division 2	0935
	Offshore Division 1	0940
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	\$100 Includes the Point Robert Return Race nomination	
Entries	Must reach FSC no later than 1700 hrs Monday 20th March 2017	
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 & Double Handed

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.

RACE OFFICE

FREMANTLE SAILING CLUB, 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	<i>Halls Head and Point Robert Races on page 71</i>	
Date	Sunday 26th March 2017	
Warning Signal	Offshore Double Handed	0925
	Offshore Division 3	0930
	Offshore Division 2	0935
	Offshore Division 1	0940
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 20th March 2017	
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 & Double Handed

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

RACE OFFICE

FREMANTLE SAILING CLUB, 9430 6063
MANDURAH OFFSHORE FISHING AND SAILING CLUB, 9535 6251



54TH CAPE NATURALISTE & RETURN RACE

Organising Authority	ROYAL PERTH YACHT CLUB			
Date	Friday 7th April 2017			
First Warning Signal	Divisions 1,2 & DH	1755	Distance	245 n miles
Safety	Category 3 plus Personal Locater Beacons for all crew members			
Pennants	YAH and IRC			
Perpetual Trophies	Don Allen Trophy	1st IRC Division 1,2 & DH combined		
	Roy H. Bingemann Trophy	Fastest Time		
	Cape Naturaliste Shield	1st YAH Division 1 & 2 combined		
	J.B. Fitzharding Trophy	1st YAH Double Handed		
	Jack Seabrook Trophy	1st IRC to Naturaliste Div 1,2 & DH combined		
Series	Rottnest Express Blue Water Championship			
Entry Fee	\$100			
Entries	Shall reach RPYC no later than 1700 hrs Monday 27th March 2017			
	Note: Entry required two weeks prior to race to schedule Yellow Brick Trackers (provided by RPYC).			
	PLBs may be hired from www.epirbhire.com.au			
Start	Boat Start, Fremantle			
COURSE	Crossing the Start Line			
	Day Buoy			
	Western South Passage Transit Beacon		to Port	
	Bunker Bay Turning Mark 33° 33.7S 115° 05.3E		to Port	
	Bunbury Outer Channel Marker #3		to Port	
	Western South Passage Transit Beacon		to Stb.	
	To South Mole Finish Line			

Co-ordinates of Bunker Bay Turning Mark have been moved further East into Eagle Bay.

RACE CONTROL (at FSC RACE OFFICE) 9430 6063



CAPE VLAMINGH RACE

Organising Authority	??TAB		
Date	Saturday 29th April 2017		
Warning Signal	Offshore Double Handed	0925	Distance 39 n miles
	Offshore Division 3	0930	Distance 39 n miles
	Offshore Division 2	0935	Distance 39 n miles
	Offshore Division 1	0945	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 Series		
Start	Boat Start Fremantle		
Entry Fee	\$50		
Entries	Must reach EFYC no later than 1700 Hrs Monday 24th April 2017.		

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

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
 Kingston Reef Buoy to Stb.
 Fairway Landfall Buoy to Stb.
 Eastern South Passage Transit Beacon to Port
 to South Mole Finish Line

RACE CONTROL (at FSC RACE OFFICE) 9430 6063



VALMADRE CUP SERIES 2017

Organising Authority	FREMANTLE SAILING CLUB	
History	see <i>The Valmadre Series</i> on page 71	
Dates	Arlene Race	24th June 2017
	Ensign Race	8th July 2017
	Mayflower Race	22nd July 2017
	Voladora Race	5th August 2017
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	Valmadre Cup four races, three to count.	
Entry Fee	\$100	
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

5th August 2017

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



VALMADRE CUP SERIES 2017

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	

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?

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,

RACE HISTORY and INFORMATION *continued*

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.

Roland Smith Ocean Race

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

The Roland Smith Ocean Race returned to the racing calendar as an 80nm Blue Water event in 2015. The race includes an element of Rottnest Island in honour of the connection he had with the island. In the 2015 race, Peter Hickson's M3 set the fastest time at 8:32:40.

Dolphin Race and Gordon Craig Ocean Race

The first race for the Gordon Craig took place in 1949 and the Dolphin Race in 1953. Over the last 60 years these races have been made up of a number of different course formats from windward/leeward racing to short & long passage races. However in the last few years the course has taken yachts from Fremantle to Rockingham for an overnight stay at TCYC and then Rockingham back to Fremantle on the Sunday.

Bunbury and Return Ocean Race

In its 69th year, the Bunbury & Return was first raced on 24 February 1948. The start line was inside Fremantle Harbour, opposite ‘B’ shed on Victoria Quay. The course was around Bell and Fairway Buoys, then the west end of Rottnest with its two lighthouses, one manned, then south to Bunbury. Moorings, tenders and a mayoral reception at the golf club awaited them. Fifteen yachts entered for this initial overnight offshore race. From 1949 onwards the race became Bunbury and return, along with a mid-morning start. The 169nm race grew steadily in popularity. By the 1960's this major offshore event was attracting considerable media coverage. Extreme weather conditions occur regularly between Rottnest and Bunbury. The long ocean swells that have moved uninterrupted across from Africa are pushing into notorious short steep sided seas by a confluence of strong sou-westerly winds angled into the coast and a northerly current. Pounding into them, or running with them, in either case can be quite an experience. The Bunbury and Return is the oldest race on the WA offshore calendar and remains one of the premier races. The 21 year old race record, held by Syrenka (Ross Swanson 1995), was beaten by two yachts in the 2016 race. The record is now held by Craig Carter's Indian at 17:42:09.

Pot Of Gold

The Pot of Gold Races to Hillarys commenced in 1994. It was created as an event by the Hillarys Yacht Club that would encourage sailors from throughout WA compete in a Regatta in Offshore, Inshore and Dinghies on the same day with a presentation and celebration in the Clubhouse. Prizes to be presented in Gold coins. This has continued for the past 21 years, with over \$100,000 being distributed. We encourage all Offshore competitors to come and enjoy a terrific weekend. You will be welcomed with a cold beer.

The Albany to Fremantle Race (The Leeuwin)

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 re-emergence which in 2015 will be known as The Albany to Fremantle ANZAC Commemorative Yacht Race after Ministerial approval was given to us the word ANZAC in the title during this period of the ANZAC Centenary. The race has been given official ANZAC Commemorative Event status because of the “Adopt-a-yacht / troop ship Commemorative Activity” being organised with the Albany Combined Schools ANZAC Centenary Committee. This entails each school adopting a yacht and those yachts being assigned a troop ship identity. This will create an opportunity in the classroom to explore the history of the first fleet of ANZACs as the adopted yachts/troop ships are followed via their satellite trackers.



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

Ocean Racing Western Australia

Handicap System

YWA Handicap & Registration Form

Offshore Equipment Compliance Card

Ocean Racing Western Australia

Race Entry Form

Results for 2013 - 2014 Season

Race Division 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.

VHF REPEATER STATIONS FROM GERALDTON TO ALBANY

VHF	Nearest town/VMR	Repeater Site Name
81	Geraldton	Rat Island Abrolhos
21	Jurien Bay	Mt. Lesueur
22	Lancelin	Nilgen
81	Fremantle	Rottnest
82	Mandurah	Turner Hill
22	Dunsborough	Mount Duckworth
80	Cape Naturaliste	Radar Hill
82	Augusta	Hillview Golf Course
81	Windy Harbour	Cathedral Rock
21	Walpole	Young's Hill – Telstra Site
22	Denmark/Peaceful Bay	Mt. Shadforth
82	Albany	Mt. Clarence Green Range
81	Albany	Two Peoples Bay

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 is required 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 VMW

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.

WMW 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.

For more detail on the interpretation of rule 41(c) see the ISAF 2013-16 Case Book, CASE 120.

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 LIFE JACKET MAINTENANCE

Self Inspection of Inflatable Life Jackets is only valid for recreational use.

Jackets used commercially must be inspected by an unauthorized service agent or the manufacturer.

Manufacturer instructions for annual self inspection of PFD's are available from the internet for most brands and the appropriate instructions for each individual life jacket carried on a boat must be consulted.

If after consulting the manufacturer instructions for annual self inspection, it is determined that all points are covered in the following generic inspection form on page 79, then the generic form may be used, otherwise use the manufacturers form.

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

Inflatable Life Jacket Annual self inspection and maintenance

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 remain fully inflated and firm. Check webbing, stitching, reflective tape, buckles, D-rings, for wear or damage. Check the construction fabric, particularly on folds and corners for wear or damage. Check all additions such as whistles, lights, crotch straps, are serviceable and securely fastened. If the jacket is fitted with a light, check its operation and that the battery is in date. Some lights are salt water activated and must be replaced if they have been activated.

Any PFD requiring repacking should be repacked as per the manufacturers folding instructions. The PFD should be fully inspected as part of the repacking process. If repacking after CO₂ inflation, it will require rearming, so it is advisable to carry a spare re-arming kit onboard. When rearming ensure the CO₂ cylinder net weight matches the weight marked on the jacket (typically 33gm for 150 Newton vests). Arming a jacket with a cylinder that is a higher net weight than the jacket specification, could cause the air bladder to burst under inflation. When weighing the CO₂ cylinder, check against the gross weight stamped on the cylinder (typically around 150 Gram) to insure the stamped and measured weight are within a 2 Grams validating no gas has escaped. Always visually inspect the screw end of the cylinder to insure it has not previously been pierced by firing. Do NOT lubricate the cylinder thread it must be dry and screwed back in hand tight to insure it does not work loose when the jacket is being worn.

When not in use, PFDs should be stored in a dry, well-aired area. To extend their service life, out of season the PFD should be opened up, partially inflated (to remove folds) and stored on a non metal coat hanger away from any sunlight.



INFLATABLE LIFE JACKET INSPECTION FORM

Before you start inspecting life jackets you must be familiar with the jacket manufacturer Annual Self Inspection and Service Instructions. Record each inspection for each life jacket on a separate form.

If a jacket fails any of the checks listed in Instructions 1 to 6, then it must be corrected and re-inspected before use. A faulty replaceable component such as CO₂ cylinder, light, etc. must be replaced. Faults integral to the life jacket such as the webbing or air bladder must be sent to an accredited service agent for any repair.

Jacket Serial No: or other unique reference linking jacket and inspection form		Purchase date: or date of last service by authorised service agent (YYYY/MM)	
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Mark the result of each inspection in the associated box for Pass, Fail or if not applicable NA.

1	General Inspection	Pass	Fail
1.1	Open inflator pocket and remove cylinder, inspect for rust or corrosion		
1.2	Visually check outside cover for any signs of wear or damage		
1.3	Check stitching, buckles and closures to see if all intact and working		
1.4	Visually Check the air bladder is not damaged		
1.5	Check reflective tape is stuck down and not peeling away		
1.6	Check oral inflation tube is not damaged		
1.7	Check whistle, light, and crotch strap		
2	Air Bladder Test	Pass	Fail
2.1	Inflate bladder by mouth, leave inflated overnight or at least 12 hours, after at least 12 hours check bladder is still firm and there is no visible loss of pressure.		
3	Oral Inflator Test	Pass	Fail
3.1	Check oral inflator valve is operational		
3.2	Check oral inflator tube for damage or cracks		
4	CO₂ Cylinder Inspection	Pass	Fail
4.1	Check cylinder is intact and not punctured, no rust, no corrosion		
4.2	Weigh cylinder, record gross weight (marked on cylinder) _____ and actual weight _____		
5	Manual Firing Mechanism	Pass	Fail
5.1	Check pull cord firing mechanism (visually check pin action with CO ₂ cylinder removed)		
5.2	Replace any green plastic armed indicator clips		
6	Auto Inflate Mechanism (only for Automatic Activated Jackets)	Pass	Fail
6.1	Check Automatic activation cartridge is clean and dry		
6.2	Check and record the cartridge expiry date _____		
6.3	Screw activation cartridge onto firing mechanism, check its green indicator is visible at the base		

7	Refit CO ₂ Cylinder (dry thread and firmly hand tight)
8	Record inspection of the PFD on your jacket using permanent marker
9	Repack the PFD
10	Complete self test form signing below and store with boat records

I _____ (full name) hereby certify that this PFD has been inspected and serviced in accordance with the manufacturer self inspection instructions and recorded in the steps above.

SIGNATURE: _____

DATE: _____

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

- 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.

SAFETY AND SEA SURVIVAL COURSES 2016/17

Revalidation of the Safety and Sea Survival Certificate

The SSSC 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 require the refresher course.

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.

Further information:

For all information and enrolment on the Sea Safety Survival courses" please refer to the Ocean Racing Western Australia website www.wa.yachting.org.au or www.yachting.org.au/education-training/safety-and-sea-survival-sss/

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

MEDICATION REFERENCE

Medication	Preparation	Dosage	Recommendation	Comments
Adrenaline	Ampoule 1mg Intramuscular Injection (IM)	0.5mg (half an ampule)	Life threatening allergic condition/anaphylaxis	Give as soon as able after reaction, can be repeated if required
Antacid Mylanta/Gaviscon	Tablets or liquid	2 tablets or 20/30mls	Gastritis/reflux	Short term relief, seek medical advice if symptoms persist, pain increases or unwell
Anti-diarrhoea treatment (Imodium/lomotil)	Tablets	2 tablets initially	To slow diarrhoea	For short term symptom relief (<48hr) May prolong/worsen infection particularly if bacterial
Anti-histamine: Promethazine Or loratidine	Tablet	10mg	For mild allergic reactions/ hives/marine stings	Promethazine: also for sea-sickness, give 10mg-25mg, can cause drowsiness
Amoxycillin-Clavulate (Augmentin or Curam)	Tablet	1 tablet, twice daily	Broad spectrum antibiotic	Penicillin based: Not for use in penicillin allergies Not in blue book but still useful
Aspirin	Tablet	300mg	For cardiac chest pain	If uncertain cardiac/non-cardiac chest pain best to give aspirin
Cephalexin	Tablet	500mg, four times daily	Antibiotic: respiratory, skin, urine infections	Can be given if reacts with a rash to penicillin, not if anaphylactic reaction (swelling/wheeze/collapse)
Chloramphenicol	ointment	1cm to eye surface, four times daily	Eye infections Eye injuries: grazes/scratches	
Ciprofloxacin	tablet	500mg twice daily	Broad spectrum antibiotic includes marine/gastrointestinal infections	Not penicillin based
Clotrimazole	cream	Topically 3 times daily	Fungal skin infections	Salt water dermatitis (Gunwale Bum) can get a subsequent fungal or bacterial infection
Ibuprofen	Tablet	400mg, 3 times daily	Mild/moderate pain relief, anti-inflammatory	Take with food, not if history of stomach ulcers
Metoclopramide	Tablet	10mg x 3 times daily	Sea-sickness, nausea and vomiting	Not in blue book, maybe useful additional agent for nausea/vomiting
Morphine	Ampule	5-10mg IM	Severe pain, 1 ampule =10mg morphine	Can cause side effects: sedation, decreased breathing, nausea. If over sedated reverse with Naloxone
Mupirocin ointment (Bactroban)	Ointment	Topically 3 times daily	Antibiotic cream	Useful for mild soft tissue skin infection
Naloxone	Ampule 400mcg	400mcg IM injection	Morphine reversal	May need to be repeated as it has a shorter half life than morphine
Nitrolingual spray or tablets	Liquid or tablets	2 sprays or a tablet under the tongue	For cardiac chest pain	Tablets have a longer shelf life than the spray and can be removed if any side effects Side effects: can lower blood pressure, cause dizziness/faint
Ondansetron	4mg Sub-lingual wafer	1-2 wafers under the tongue	For nausea and vomiting	Useful if vomiting as they dissolve quickly, not as good for sea-sickness symptoms
Oxycodone	5mg tablets	5-10mg, 4 hourly	Severe pain	Side effects and reversal the same as morphine
Oxycodone suppositories	10mg suppositories	1 rectal	Severe pain	Side effects and reversal the same as morphine
Paracetamol	500mg Tablet	2 tablets 4-6 hourly	Mild pain	Do not take with any other paracetamol containing medication

MEDICATION REFERENCE continued

Paracetamol & Co-deine (8-15mg): e.g. Panadeine	Tablet	2 tablets	Moderate pain	Do not take with any other paracetamol containing medication
Paracetamol & Codiene (30mg): e.g. Panadeine Forte	Tablet	2 tablets	Moderate/Severe pain	Side effects as per morphine but less severe, Codeine can also cause constipation and epigastric pain
Prednisolone	Tablet 25mg	1 tablet	Allergy Exacerbation of asthma	Not in Blue book, maybe useful for longer cruises or if asthmatics on board
Promethazine	25mg tablet Ampule also available	1 tablet	For Allergy For sea-sickness	Recommend stocking more of the 10mg tablets rather than 25mg as dose can be adjusted Side effects: sedation IM injection can be useful for severe sea-sickness
Prochlorperazine (Stemetil)	5mg Tablet or 25mg suppository	2 tablets 3-4 times daily, Suppository twice daily, IM injection 5-10mg 3-4 times daily	Sea-sickness Migraine	At time of writing suppositories no longer being stocked, required by blue book: alternative non-oral for sea-sickness includes IM promethazine or IM prochlorperazine
Sofradex	Ear drops	2 drops x 4 daily	For ear infections: swimmers ear (otitis externa)	Not in blue book, but useful for cruises

Medications in the table use the generic name, which is the proper name of the medication, the packet may have a variety of different brand names depending on the manufacturer, if you read the small print you will find out the proper name.

Substitution: the Blue Book allows for equivalent alternative medications, it is worth discussing with a doctor or pharmacist.

When purchasing medication discuss the purpose with the pharmacist: they can then ensure that you obtain medication with as long an expiry date as possible.

THE INSTANT DOCTOR AT SEA

Introduction

This section is based on the medical section of the Yachting Australia Special Regulations in Racing Rules of Sailing 2013-16 (the Blue Book). You should consider additional medication for longer races or cruises. In addition to the basic first aid skills required, it is recommended that if you carry prescription medication (cat 1 and 2 races) that you and your crew attend a medical course to learn the additional skills required for intramuscular (IM) injections and how to use other medication and equipment e.g. wound stapler in the medical kit. Remember that this is a brief general guide and not a substitute for direct medical advice. More in depth information can be found in the boat's Medical Guide (cat1) or First aid Guide book. The use of prescription medication should be discussed with a Doctor.

Allergic reaction

There are many causes of allergic reactions such as medications, certain foods, bites. Mild reactions can be treated with antihistamines such as Loratadine/Promethazine. Severe allergic reaction can be rapidly fatal: Adrenaline IM injection can be life-saving.

Burns

Initial First aid: 20 minutes of cooling
Analgesia/painkillers: give early
Flamazine (silver sulphadiazine) cream or acti-coat dressing (not to facial burns: use emollient ointment instead) cover with a non adherent dressing
Burns should be reviewed by a doctor within 48 hours and severe burns discussed immediately

Chest pain

Unless a clear minor injury cause chest pain requires medical advice.

The severity of the pain is no indication of the medical severity of the condition.

Dental

Toothache can relate to nerve pain relating to a filling or infection

Infections: Painkillers and antibiotics e.g. Augmentin

Broken tooth: painkillers, antibiotics and dental review

Tooth knocked out: Replace in socket If possible. If not then keep tooth in their cheek or in milk and seek dental advice. Give analgesia and antibiotics.

Diarrhoea

Can be bacterial (food poisoning) or viral. Ensure good food storage and hygiene on board. Anti-diarrhoeal medication can be used to slow diarrhoea. Keep up with extra fluids (ideally) ORS and bland food.

Doctor review required if fever, blood in stool, protracted course.

Diving

Even minor symptoms after SCUBA diving e.g.

Itching, aches and pain, dizziness need medical review.

THE INSTANT DOCTOR AT SEA continued

Ear problems

Swimmers ear/otitis externa is common, Painful when pulling on ear.

Analgesia: anti-inflammatory e.g. ibuprofen

Use sofradex ear drops as oral antibiotics generally unhelpful, but not if there is a possibility of ear drum perforation: pain during diving or fluid coming from the ear.

If fluid coming from the ear or increasing pain or fever then use oral antibiotics e.g. Augmentin

Eye problems

Visual disturbance needs an urgent doctor review.

Minor eye trauma (abrasion/graze): painkillers and chloramphenicol ointment

Eye infections can be viral/bacterial: chloramphenicol ointment will only help with bacterial infections

Fatigue

Tired people make mistakes and get injured.

Good crew management will prevent such problems

Nausea and Vomiting

This maybe due to sea-sickness but can also be due to gastroenteritis or overindulgence.

Prochlorperazine/metoclopramide can help. Frequent amount of clear fluids (oral rehydration solution/ORS ideally) 50-100mls every 10-15 minutes. Use the non-oral treatments if vomiting persists.

Respiratory tract infections

Colds/sore throats/coughing: very common and the majority do not need antibiotics, initially try rest, analgesia.

If past history of lung problems (e.g. asthma) then this is likely to worsen with any respiratory infection.

If unwell or not improving seek medical advice regarding antibiotics.

Asthmatics may additionally need: prednisolone and inhalers (e.g. salbutamol)

Sea Sickness

Prevention the best treatment. All medication is not as effective after symptoms start. People should ideally take medication before sailing.

Variety of medications/treatments, the more effective generally cause drowsiness.

Promethazine and caffeine have been rated as the most

useful for severe sea-sickness.

Symptoms normally subside after 1-3 days at sea.

Skin infections

Salt water/Moisture/wet weather gear causes a lot of problems with

skin reactions (dermatitis) often with secondary fungal infection and/or bacterial infection (Gunwale Bum).

Prevention: hygiene/cleanliness, wicking clothing not leaving sweat/water next to the skin.

Treatment: barrier treatments such as Zinc cream

if irritation/dermatitis an emollient or steroid cream e.g. hydrocortisone. N.B. steroid creams should not be used if there is any infection present.

If bacterial pustules/cellulitis: use either a topical anti-biotic e.g. mupirocin ointment (bactoban) or oral antibiotics if more severe

If fungal infection (looks like nappy rash): clotrimazole cream

Sprains and Fractures

Fractures: analgesia, immobilize/splint in a position of comfort, elevate, seek medical advice

Sprains: analgesia particularly anti-inflammatory e.g. ibuprofen, diclofenac, naproxen.

Wounds

Initially clean (water/saline/anti-septic solution depending on wound/availability), compression to stop the bleeding and make sure everything works e.g. joints/nerves/tendons. If easy removal then remove any foreign body. Wound closure for uncomplicated wounds can be considered with steri-strips, wound glue or medical wound stapler.

Generally antibiotics are not required for most lacerations but discuss with a doctor.

Dirty Wounds/Coral Cuts/Skin infections

Through clean and remove all foreign matter/debris.

Apply disinfectant and a dressing, change daily or when dirty/wet.

Spreading redness/fever/unwell start antibiotics.

Marine bites and stings

Some can be rapidly fatal. Most are usually painful.

Treat with the hottest water possible without scalding for 20 minutes

Medical advice regarding antibiotics if secondary infection or if suspected retained barb/sting



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.

Todd Giraudo	0417 965 870 (M)	giraudo@bigpond.net.au
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OCEAN RACING WA 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 enter an online YWA Handicap Application together with the fee of \$75 (includes GST) with YWA at least 7 days prior to the first race they enter each season.

YWA have move to online registrations/re-validations, the link to register is
<https://reg.sportingpulse.com/v6/regoform.cgi?eventID=133&formID=45373>

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.

Ocean Racing Western Australia RACE ENTRY

The WA Yacht Clubs organising offshore races have agreed to use an online race entry system to reduce the administration load of entering many races, by reusing previously entered information about a boat and its crew. The Ocean Racing Western Australia race entry process is online at:

<https://reg.sportingpulse.com/v6/regoform.cgi?eventID=81&formID=44831>

Ocean Racing Western Australia CREW ENTRY

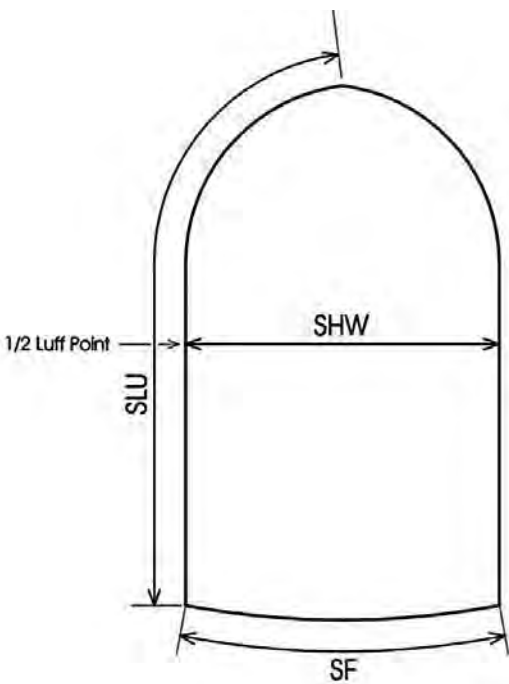
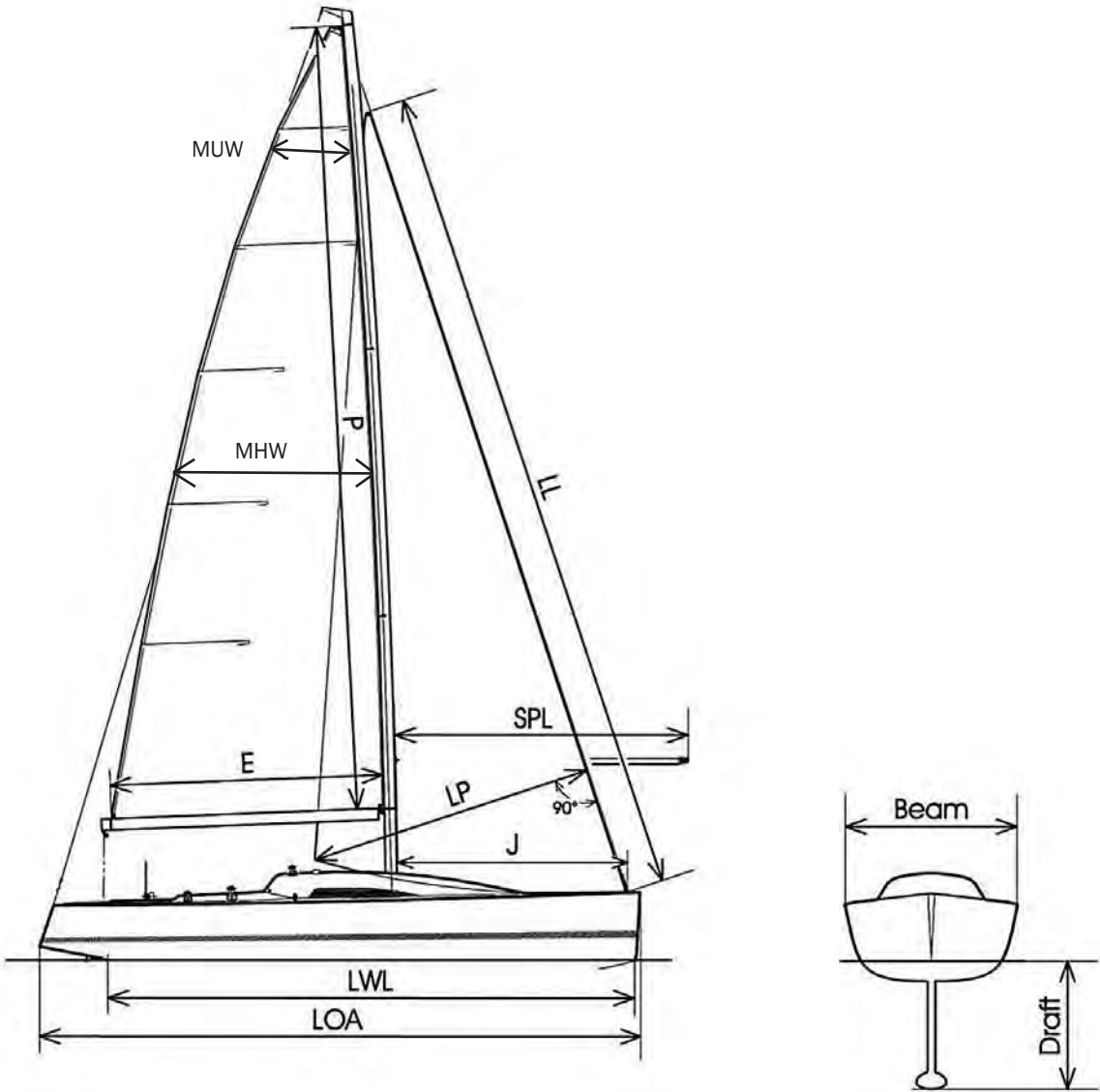
The online Crew Registration links in with the boat registration to allow the manipulation of a boats crew list for safety cat 2 and 3 race entry submissions. The process is available online at:

<https://reg.sportingpulse.com/v6/regoform.cgi?eventID=616&formID=50974>

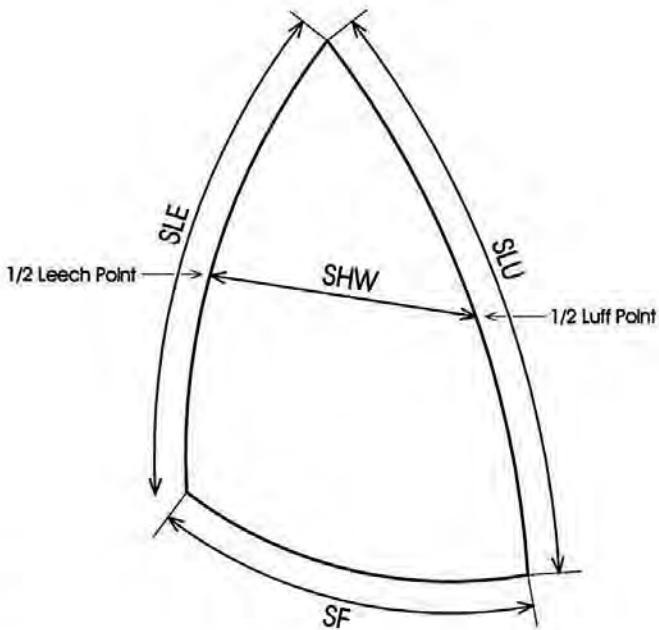
If you have problems trying to use the new online systems we will suggest they first try and talk to a skipper who has successfully used the process. For those that require further assistance please call Reception at YWA



OCEAN RACING WA BOAT MEASUREMENTS



Symmetric Spinnaker



Asymmetric Spinnaker

OFFSHORE EQUIPMENT COMPLIANCE INSPECTION

Boat Equipment Compliance this season has changed to the new Yachting Australia National Equipment Auditors (NEA) inspection process recognised by all states and NEA inspection forms used by all states.

Here is a summary of some of the main points you will need to be aware of:

- The equipment being checked is still the same and taken from the SR section of the 2013-16 Blue Book.
- What is different is the layout and the order of some of the items on the inspection form.
- Currently these NEA forms are arranged as separate forms for each safety category rather than our previous safety card system that covered category 2,3 and 4 on the same card.
- At the time of compiling the Yellow Book a copy of all of the NEA forms is available at the following URL
<http://www.yachting.org.au/wp-content/uploads/2013/10/150603-2013-2016-Equipment-Audit-Forms.zip>
It is expected that by the time you need to have your boat audited the clubs with offshore boats will be supplied with prints of the new forms for your use.
- Your clubs safety auditors have been trained in the new national system as qualified National Equipment Auditors.

PREPARING YOUR BOAT FOR AUDIT

1. It is recommended you carry out an initial check using a copy of the Compliance Form to ensure the equipment complies with the highest Category of race the boat is to compete in.
Note: The Compliance Form is only a summary, the Special Regulations in the YA RRS 2013-2016 should be consulted for details. Please contact your Club's National Equipment Auditor (previously known as a Safety Inspector) for assistance if you have any queries.
2. Obtain a current NEA Compliance Form from your Club for the safety category you wish to comply with.
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 Form. Check you have the form for 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 National Equipment Auditor and have them complete the Checked column.
7. A charge of \$25 may be levied by the Club if the National Equipment Auditor (NEA) has to return to complete the check list due to inadequate preparation by the owner.
8. The completed Form signed and dated by both the Owner and NEA will be given a unique number by the Club. It is owner's responsibility to ensure the Form has been lodged with and copied by the Club and a number placed on the Form prior to entering your first race of the season and in sufficient time to be recorded with YWA.
9. This Compliance Form number must be quoted on all Race Entry Forms.
10. The NEA Compliance Form 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 Ocean Racing Western Australia Committee Chairman, after you have submitted your entry for the particular race.

FuelDistributors
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RESULTS FOR 2015-2016 SEASON

SISKA TROPHY winner	Indian	Craig Carter	RFBYC
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Quantam Sails BLUE WATER SERIES 2015/2016

Division 1 IRC rating	1st	Indian	Craig Carter	RFBYC
	2nd	Dirty Deeds	Alan Stein	RFBYC
	3rd	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
Division 1 YAH handicap	1st	Dirty Deeds	Alan Stein	RFBYC
	2nd	Indian	Craig Carter	RFBYC
	3rd	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
Division 2 IRC rating	1st	Argo	Chris Higham	SoPYC
	2nd	Prime Factor	Max Palleschi	FSC
	3rd	Joss	Ian Clyne	RFBYC
Division 2 YAH handicap	1st	Argo	Chris Higham	SoPYC
	2nd	Prime Factor	Max Palleschi	FSC
	3rd	Phantom	Graham Cole	EFYC

BENETEAU OFFSHORE SERIES 2015/2016

Division 1 IRC rating	1st	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
	2nd	Dirty Deeds	Alan Stein	RFBYC
	3rd	Sue Sea	Brian Todd	FSC
Division 1 YAH handicap	1st	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
	2nd	Sue Sea	Brian Todd	FSC
	3rd	Dirty Deeds	Alan Stein	RFBYC
Division 2 IRC rating	1st	Giddy Up	Robert Halvorsen	FSC
	2nd	Argo	Chris Higham	SoPYC
	3rd	Wasabi_Arns	Paul Arns	FSC
Division 2 YAH handicap	1st	Giddy Up	Robert Halvorsen	FSC
	2nd	Phantom	Graham Cole	EFSC
	3rd	Argo	Chris Higham	SoPYC
Division 3 IRC rating	1st	Blondie	Simon Torvaldsen	RPYC
	2nd	Dynamic	Laurie Flynnne	FSC
	3rd	Huckleburry	Philip Sommerville-Ryan	RPYC
Division 3 YAH handicap	1st	Huckleburry	Philip Sommerville-Ryan	RPYC
	2nd	Dynamic	Laurie Flynnne	FSC
	3rd	Blondie	Simon Torvaldsen	RPYC 3rd
Double Handed IRC rating	1st	Fifty Four	Matt Dickmann	FCYC
	2nd	TouchNGo	Adrian Wilson	FSC
	3rd	Cutty Wren	Peter Henley	FSC
Double Handed YAH handicap	1st	Fifty Four	Matt Dickmann	FCYC
	2nd	TouchNGo	Adrian Wilson	FSC
	3rd	Cutty Wren	Peter Henley	FSC

BENETEAU WEEKEND SERIES 2015/2016

Division 1 IRC rating	1st	Dirty Deeds	Alan Stein	RFBYC
	2nd	Sue Sea	Brian Todd	FSC
	3rd	Al Fresco	Dom Papaluca/John Rayner	FSC
Division 1 YAH handicap	1st	Dirty Deeds	Alan Stein	RFBYC
	2nd	Sue Sea	Brian Todd	FSC
	3rd	Walk on the Wildside	Garth Curran	FSC
Division 2 IRC rating	1st	Giddy Up	Robert Halvorsen	FSC
	2nd	Argo	Chris Higham	SoPYC
	3rd	Without Fear	Mark Nagle	EFYC

RESULTS FOR 2015-2016 SEASON continued

Division 2 YAH handicap	1st	Giddy Up	Robert Halvorsen	FSC
	2nd	Argo	Chris Higham	SoPYC
	3rd	Fourth Dimension	Lyn Powell/Ian Whitehead	FSC
Division 3 IRC rating	1st	Blondie	Simon Torvaldsen	RPYC
	2nd	Dynamic	Laurie Flynnne	FSC
	3rd	La Premier	Mike Campbell	RPYC
Division 3 YAH handicap	1st	Blondie	Simon Torvaldsen	RPYC
	2nd	Dynamic	Laurie Flynnne	FSC
	3rd	La Premier	Mike Campbell	RPYC
Double Handed IRC rating	1st	Low Flying Duck	Ryan Binedell	HYC
	2nd	TouchNGo	Adrian Wilson	FSC
	1st	Fifty Four	Matt Dickmann	FCYC
Double Handed YAH handicap	1st	Low Flying Duck	Ryan Binedell	HYC
	2nd	TouchNGo	Adrian Wilson	FSC
	3rd	Lizard	Bruce Beattie	FSC

FARRAWA CUP SERIES RESULTS 2015-2016 (Inaugurated 1977/78 Season)

Sponsored by The Campbell Family.

39th Farrawa Cup Series Perpetual Trophy, Overall Winner

		Dirty Deeds	Alan Stein	FSC
Division 1 IRC rating	1st	Dirty Deeds	Alan Stein	FSC
	2nd	Optimus Prime	Trevor Taylor	TCYC
	3rd	Sue Sea	Brian Todd	FSC
Division 1 YAH handicap	1st	Dirty Deeds	Alan Stein	FSC
	2nd	Optimus Prime	Trevor Taylor	TCYC
	3rd	Sue Sea	Brian Todd	FSC
Division 2 IRC rating	1st	Argo	Chris Higham	SoPYC
	2nd	Joss	Ian Clyne	RFBYC
	3rd	Circa	Bill Henson	FSC
Division 2 YAH handicap	1st	Argo	Chris Higham	SoPYC
	2nd	Prime Factor	Max Palleschi	FSC
	3rd	Joss	Ian Clyne	RFBYC
Division 3 IRC rating	1st	Huckleberry	Philip Sommerville-Ryan	RPYC
	2nd	Blondie	Simon Torvaldsen	RPYC
	3rd	Dynamic	Laurie Flynnne	FSC
Division 3 YAH handicap	1st	Huckleberry	Philip Sommerville-Ryan	RPYC
	2nd	Blondie	Simon Torvaldsen	RPYC
	3rd	Le Truck	Bill Burbidge	FSC
Double Handed IRC rating	1st	Low Flying Duck	Ryan Binedell	HYC
	2nd	Fifty Four	Matt Dickmann	FCYC
	3rd	Kraken	Todd Giraudo	HYC
Double Handed YAH handicap	1st	Low Flying Duck	Ryan Binedell	HYC
	2nd	Fifty Four	Matt Dickmann	FCYC
	3rd	Kraken	Todd Giraudo	HYC

FSC SUCCESS CUP SERIES RESULTS 2015/2016

Division 1 IRC rating	1st	Dirty Deeds	Alan Stein	RFBYC
	2nd	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
	3rd	Sue Sea	Brian Todd	FSC
Division 1 YAH handicap	1st	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
	2nd	Sue Sea	Brian Todd	FSC
	3rd	Dirty Deeds	Alan Stein	RFBYC

RESULTS FOR 2015-2016 SEASON continued

Division 2 IRC rating	1st	Giddy Up	Robert Halvorsen	FSC
	2nd	Wasabi_Arns	Paul Arns	FSC
	3rd	Joss	Ian Clyne	RFBYC
Division 2 YAH handicap	1st	Circa	Bill Henson	FSC
	2nd	Joss	Ian Clyne	RFBYC
	3rd	Phantom	Graham Cole	EFSC
Division 3 IRC rating	1st	Blondie	Simon Torvaldsen	RPYC
	2nd	Dynamic	Laurie Flynnne	FSC
	3rd	Selkie	Alison Stock	FSC
Division 3 YAH handicap	1st	Dynamic	Laurie Flynnne	FSC
	2nd	Blondie	Simon Torvaldsen	RPYC
	3rd	MX	Ron MacHrthur	FSC
Double Handed IRC rating	1st	Lithium	Graeme Monkhouse	FSC
	2nd	TouchNGo	Adrian Wilson	FSC
	3rd	Fifty Four	Matt Dickmann	FCYC
Double Handed YAH handicap	1st	Dart Vader	Wayne Pitcher	HYCr
	2nd	Lithium	Graeme Monkhouse	FSC
	3rd	Fifty Four	Matt Dickmann	FCY

FSC VALMADRE CUP SERIES RESULTS 2016

Division 1 IRC rating	1st	The Next Factor	Dave Walling	RFBYC
	2nd	Obsession	Paul Arns	FSC
	3rd	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
Division 1 YAH handicap	1st	Obsession	Paul Arns	FSC
	2nd	Giddy Up	Robert Halvorsen	FSC
	3rd	Enterprise	Anthony Kirke/Andrew Nuttman	FSC
Division 2 IRC rating	1st	Cougar	Scott Glaskin	RPYC
	2nd	Circa	Bill Henson	FSC
	3rd	Wyuna	Dennis Vincent	RPYC
Division 2 YAH handicap	1st	Circa	Bill Henson	FSC
	2nd	Prime Factor	Max Pallesschi	FSC
	3rd	Cougar	Scott Glaskin	RPYC
Double Handed IRC rating	1st	Selkie	Alison Stock	FSC
	2nd	Dart Vader	Wayne Pitcher	HYC
	3rd	Cutty Wren	Peter Henley	FSC
Double Handed YAH handicap	1st	Cutty Wren	Peter Henley	FSC
	2nd	Dart Vader	Wayne Pitcher	HYC
	3rd	Selkie	Alison Stock	FSC

YWA IRC STATE CHAMPIONSHIP 2016

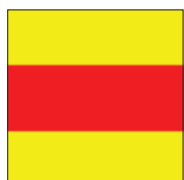
Division 1 IRC rating	1st	The Next Factor	Dave Walling	RFBYC
	2nd	Obsession	Paul Arns	FSC
	3rd	Argo	Chris Higham	SoPYC
Division 2 IRC rating	1st	Cougar	Scott Glaskin	RPYC
	2nd	Circa	Bill Henson	FSC
	3rd	Dynamic	Laurie Flynnne	FSC
Double Handed IRC rating	1st	Dart Vader	Wayne Pitcher	HYC
	2nd	Selkie	Alison Stock	FSC
	3rd	Cutty Wren	Peter Henley	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



Other Race Entrants 2015/16

Aquilla	Roger Passmore
Black Betty	Gary MNally
Eun Na Mara	Ralph Newton
Ghawazee	Peter Easby
Jacqui Mac	Sadie Blessas
Just Cruisin	Tony Carter
Knott Dreaming	Andrew Dawson
Le Jag	Roger Raymond
Minds Eye	Peter Burtenshaw
Naughty Black Shorts	April Jorgensen
Ocean Ranger	Hugh Warner
Odyssey Of Fremantle	Joanna Pearson
Sante	Simon Prosser
Spritzig 2	Diana Dunbar
Twist N Shout	Doug Lawler



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

Version 4.3 Dated 02/09/2016

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