



# Ocean Racing Western Australia

## 2024-2025 handbook



2023-2024 Siska Trophy winner **'Enterprise Next Generation'**

## 2024-25 Calendar

Date	Race	OA	Cat	Series		
				Short Haul	Blue Water	Siska
14 Sept 24	<b>Foundation Race</b>	FSC	4	●		
19 Oct 24	<b>Coventry Reef Race</b>	FSC	4	●		●
16 Nov 24	<b>West Coaster Race</b>	FSC	3+		●	●
30 Nov 24	<b>Island Race</b>	RPYC	4	●		●
18 Jan 25	<b>Pot of Gold Race</b>	HYC	4	●		
8 Feb 25	<b>Bunbury Return Race</b>	RFBYC	3+		●	●
8 Mar 25	<b>Halls Head Race</b>	FSC	4	●		
21 Mar 25	<b>Cape Naturaliste Return Race</b>	RPYC	3+		●	●
5 April 25	<b>Pieces of Eight Race</b>	SoPYC	3		●	●
<b>Series total</b>				<b>5</b>	<b>4</b>	<b>6</b>
<b>Series discard</b>				<b>1</b>	<b>0</b>	<b>1<sup>1</sup></b>

The race entry deadlines are:

- **Short Haul races** - 1700hrs Monday before the race
- **Blue Water races** - 1700hrs 2<sup>nd</sup> Friday before the race

<sup>1</sup> The Siska Series is a combination of the Short Haul and Bluewater Series, with only one discard from the Short Haul series.

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## Table of contents

2024-25 Calendar .....	1
1. 2024 – 2025 season sponsors .....	5
2. Organising authorities .....	6
3. President’s welcome .....	8
4. ORWA membership.....	10
5. ORWA trophies .....	11
6. Notice of Race .....	21
7. Sailing Instructions .....	30
8. Course map .....	44
9. Individual race notices.....	46
10. ORWA courses.....	66
11. Signals.....	75
12. Resources (QR codes) .....	79

## ORWA contact details

Email – [oceanracingwa@gmail.com](mailto:oceanracingwa@gmail.com)

Website – [www.oceanracingwa.com.au](http://www.oceanracingwa.com.au)

## ORWA board

Paul Arns (President)

Ian Ball (Treasurer)

Hilary Arthure

Geoff Bishop

Michael Giles

Mark Wheeler

Anthony Kirke's 'Enterprise NG'



## 1. 2024 – 2025 season sponsors

ORWA appreciates the support of these companies as sponsors of the 2024 2025 season.



# MUSTO

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## Ironbark Photos

ORWA acknowledge and thank **Lindsay Preece** for his continued support. We are grateful for the use of his images in the Yellow Book, for promotions and presentations.

## 2. Organising authorities



### Fremantle Sailing Club

Contact Scott Nunn (Senior Sailing Administrator)  
 Phone (08) 9435 8800  
 Email [seniorsailingadmin@fsc.com.au](mailto:seniorsailingadmin@fsc.com.au)  
 Address PO Box 860, Fremantle WA 6959  
 Website [fremantlesailingclub.com.au](http://fremantlesailingclub.com.au)



### Hillarys Yacht Club

Contact Linda El Battal (Aquatics Coordinator)  
 Phone (08) 9246 2833  
 Email [aquatics@hillarysyachtclub.com.au](mailto:aquatics@hillarysyachtclub.com.au)  
 Address 65 Northside Drive, Hillarys WA 6025  
 Website [hillarysyachtclub.com.au](http://hillarysyachtclub.com.au)



### Royal Freshwater Bay Yacht Club

Contact Sharon Skinner (Sailing Administrator)  
 Phone (08) 9286 8200  
 Email [offshore@rfbyc.asn.au](mailto:offshore@rfbyc.asn.au)  
 Address PO Box 373, Cottesloe WA 6911  
 Website [rfbyc.asn.au](http://rfbyc.asn.au)



### South of Perth Yacht Club

Contact Matt Doyle (Sailing & Power Administrator)  
 Phone (08) 9364 5844  
 Email [sailingadministrator@sopyc.com.au](mailto:sailingadministrator@sopyc.com.au)  
 Address Coffee Point, Applecross WA 6153  
 Website [sopyc.com.au](http://sopyc.com.au)



### Royal Perth Yacht Club

Contact Travis Burtenshaw  
 Phone (08) 9389 1555 OR (08) 9430 4590 (Fremantle Annexe)  
 Email [boatingoperations@rpyc.com.au](mailto:boatingoperations@rpyc.com.au) OR [sailadmin@rpyc.com.au](mailto:sailadmin@rpyc.com.au)  
 Address PO Box 5, Nedlands WA 6009  
 Website [rpyc.com.au](http://rpyc.com.au)

Matt Rose's 'King Canute'



### 3. President's welcome

Welcome to the WA ocean racing season 2024/25. A lot of work has been put in by a lot of people to deliver what hopefully is an exciting and challenging season of ocean racing.

Please take time to read through the handbook and get familiar with the contents. The Notice of Race and Sailing Instructions have some changes that you should be aware of. The changes have again been made in consultation with the Sailing Administrators of each club with the purpose of getting consistent and uniform race documents for all events across the calendar.

In response to member surveys, the number of races in the ORWA calendar has been reduced. The programme still comprises the three series of Siska, Blue Water and Short Haul. The difficult decision will be which series to tackle. What is a certainty is that each of the series will be very competitive.



Thanks again to all those who support offshore sailing in Western Australia. The list is too long to mention everyone, but we especially acknowledge the many volunteers who selflessly give up so much of their time to support our passion. I also want to acknowledge the contribution of the Sailing Administrators representing the five clubs and the willingness to compromise on the many things that need to be juggled to create a workable race programme.

Our sponsors and advertisers have given their support again this year. Please reciprocate that support when choosing sails or equipment for your boat.

Congratulations again to those that did well last year. We are all aware of the hurdles in the way of getting an offshore boat and crew race ready and to the required safety standard. It's an achievement in itself just to qualify and get to the start line.

Good luck to all competitors this season. Sail safe and within your limits and enjoy the challenge that is offshore sailing.

***Paul Arns, President, Ocean Racing Western Australia***



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## 4. ORWA membership

### 4.1. Membership types

Ocean Racing WA Inc (ORWA) is a registered Association and offers membership. Membership is available to any person who supports the objects or purposes of the Association. In an effort to maximise engagement between owners and crews there are three types of membership, as follows:

Type	For	Annual Fee
<b>Associate member</b>	Crew, volunteers and supporters	\$50
<b>Casual member</b>	Suitable for a boat owner testing the waters and racing in up to 3 races or the WA IRC State Championships. (Not eligible for ORWA Series scores.)	\$150
<b>Ordinary member</b>	Boat owner, racing in the ORWA Series and those who wish to have full membership rights.	\$350

### 4.2. Important notes about ORWA membership

- To enter an ORWA series, the owner must be an Ordinary member.
- Membership is with the class association and does not grant you an Australian Sailing registration. You must be a current member of an affiliated yacht club to have a valid AS number.

Further information is available on the website or by contacting ORWA (email: [oceanracingwa@gmail.com](mailto:oceanracingwa@gmail.com)).

## 5. ORWA trophies

### 5.1. Introduction

In the 'Siska series', trophies are awarded in three categories:

- **IRC** – an international rating system, that uses a secret formula to calculate its performance based on its measurements and configuration – it is not altered between races. The aim is to adjust elapsed time so that all boats would have the same speed over the same distance. Since 1987/88, the Siska Trophy has been awarded to the overall IRC winner of the ORWA Siska series - a combination of short haul and blue water races off the Western Australian coast.
- **PHS** – a performance handicapping system, is a mathematical formula that adjusts the 'handicap' of each boat against the other boats, based on performance
- **Corinthian** – a classification of the crews and their professional status which limits competition to boats where all sailors participate as a pastime (in accordance with the World Sailing classification system) This aims to encourage people to compete at an amateur level

These three categories cater for various types of racing, with the ultimate aim to encourage participation.

### 5.2. Rating & handicapping systems

#### 5.2.1. IRC rating <sup>2</sup>

IRC is a rating rule to handicap different designs of keelboats allowing them to race together; unlike a performance handicap (like PHS) a rating is not altered between races according to the individual boat's performance but is based on the physical measurements of the boat.

Each boat's rating (her 'handicap') is calculated using measurements of the boat, her length, weight, draft, rig size, sail area, and specific characteristics and features. The resulting time corrector, the boat's 'TCC', is her handicap. The higher the TCC figure, the faster the boat's potential speed; IRC TCCs range from 0.750 to 2.000, with the majority of cruiser/racers between 0.900 and 1.100.

After a race, each boat's elapsed time (the time she has taken to complete the course) is multiplied by her TCC to calculate her corrected time (her race time making allowance for the characteristics of the boat). The boat with the shortest corrected time is the winner of the race.

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<sup>2</sup> Excerpt from [What is IRC? - Rating for keelboats of all size and shapes \(ircrating.org\)](http://www.ircrating.org)

IRC is aimed at a very wide range of keelboats of all sizes and shapes including modern production cruisers and cruiser/racers through dedicated one-off race boats, older cruisers and racers to classic yachts and superyachts. IRC is continually developed to encompass new developments in both cruisers and racers while at the same time protecting the interests of the bulk of the fleet.

It is open to all types, sizes and ages of boats. IRC permits features such as asymmetric spinnakers, bowsprits, twin, triple, wing and drop keels, twin masts, gaff rigs, water ballast, canting keels, 'code zero' headsails, lateral daggerboards etc., and deals with these features as equitably as possible.

The methods and formulae used for the calculation of IRC TCCs are not published. This prevents designers taking advantage of the rule when designing new boats and very substantially increases the competitive lifetime of IRC rated boats. As a result, boats of all ages and types win races under IRC. Everything from classics through IOR designs to modern cruisers, cruiser/racers, and racers.

For advice on the IRC rule and measurements, please contact Ian Ball (ORWA Board member)

### **5.2.2. PHS handicapping <sup>3</sup>**

PHS (performance handicapping system) is a handicapping system that adjusts a boat's handicap after each race based on the performance of that boat relative to another boat(s) in that fleet. PHS is the mathematics used to calculate the new handicap for a boat after each race.

TopYacht provides over 20 parameters that the club can adjust to calculate the next handicap. PHS means different things to different clubs. At one end of the spectrum some clubs believe that PHS is a "revolving door" ie all boats will take it in turn to be the winner and the loser. At the other end of the spectrum are clubs who to treat PHS as a quasi-measurement system ie a boat is given what is deemed to be a "fair" handicap for that type of boat and this will not be varied much over the duration of a series.

This tends to provide a consistent set of winners very similar to say IRC or AMS rating systems and the measured performance of the boat and crew has only a small influence on the handicap development over a Series. Most clubs sit somewhere in the middle of these two extremes.

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<sup>3</sup> Excerpt from TopYacht 'PHS handicapping – a sailor's guide'

Dave Kenny's 'The Edge'

AUS  
3200



### How can the maths provide such a range of outcomes?

For most clubs the premise is quite simple; to take into account the difference in measured performances of each boat/crew, a handicap is allocated to each boat. In a perfect world if each boat sailed exactly to their handicap, then all boats would have the same handicap corrected time. So how to establish the handicap for each boat After each race is run, we start by assuming that some boat has sailed exactly to its handicap. This is the “reference boat” for a particular race. For the vast majority of handicapping methods this is assumed to be a boat that is approximately mid fleet on handicap corrected time. [In reality the 45% boat has been shown to provide most stable handicap adjustments over a season.]

Those towards the top of the fleet are considered to have sailed above their handicap and those towards the bottom of the fleet are considered to have sailed below their handicap First a few necessary definitions handicap – the “Allocated handicap” ie the handicap allocated to a boat for a particular race. BCH – the “Back Calculated handicap” for each boat. This is the handicap the boat needed for this race to end up with the same handicap corrected as that of the reference boat. This can only be calculated after the race – hence the terminology “Back” calculated. If each boat had started the race with their BCH as their handicap, then all boats would have a virtually identical handicap corrected times. How to calculate the next race handicap.

While various parameters all significantly impact on the generation of the next race handicap, probably the key element is the amount of BCH used in calculating the next race handicap.

There are two primary ways the new handicap is corrected:

- Weighted average of the last X BCHs.
- Exponential average with a “gain” of X.

Weighted average of the last X BCHs in essence this averages the last say 4 race’s BCHs. So, at race 4 the next race handicap is  $(BCH1 + BCH2 + BCH3 + BCH4)/4$  At race 5 it is  $(BCH2 + BCH3 + BCH4 + BCH5)/4$  .

At each new race the oldest BCH is dropped and the last race BCH added into the averaging process. This can have some apparently weird outcomes where a boat can win a race (or be in the top place getters) and have the next race handicap go down. Likewise, a boat towards the bottom of the fleet can actually have their handicap go up after the race. Often various “weighting” are applied to the BCHs to endeavour to cull out BCHs which are not truly representative of that boat’s performance.

Sometimes the best and/or worst BCH is not used; very often the BCH value is “clamped” so it cannot be above or below say 3% of the handicap for that race. There are a number of other “weightings” that can also be used. Exponential average with a “gain” of X This form of handicapping has been shown to provide a very similar outcome to weighted Average handicapping over the duration of a Series.

To achieve this similarity the various parameters, need to be appropriately set. As an example, let's use a "gain" of 3. [As used by all Yachting Victoria clubs.] The next race handicap =  $1/3$  of the BCH plus  $2/3$  of the handicap. Usually, the BCH is clamped to say +/- 4% before the calculation is performed.

This system does not suffer from the issue of winners' handicaps having the potential to actually drop or losers' handicaps actually going up! It is also very easy to understand; and if a boat performs well their handicap goes up and conversely. It also enables the club handicapper to quickly address boats that were given an inappropriate initial handicap as altering the handicap for a race has a significant impact on the next race handicap whereas under weighted average, the handicap is only affected by the running sum of the BCHs and can take quite a number of races to attain a sensible handicap for a boat.

In either case the handicap maths must endeavour to adjust each boat's handicap, so they are all sailing as close to their theoretically "perfect" handicap as possible. If the system works well, then most boats handicap corrected time will be very similar. The winner will be the boat that sailed most above their handicap, and the tail end Charlie will be the boat that sailed the most below their handicap. If a boat sails above their handicap, then it can be argued that their handicap value was too low and thus needs to be moved up a bit, so their handicap corrected time is extended. Similarly, if a boat performs below their handicap, then it can be argued their handicap need adjustment down to reduce their handicap corrected time.

Now some observations and common myths

### 5.3. Corinthian

Like all sports, competitors race at various levels, and sailing is no different. We have fully or semiprofessional crews that include vendors and suppliers to the boating and sailing industry competing against amateur crews. The Corinthian category is based on the World Sailing classification system. The Sailor Categorisation system (formerly known as Sailor Classifications) provides events and classes with an international system of sailor categorisation and a clear distinction between their 'professional' and 'amateur' status. Full details of this system are available at <https://www.sailing.org/sailors/sailor-categorisations/>

Categorisation is based on financial involvement in boat racing (whether direct or indirect) and/or the use in the sailor's work of knowledge or skill capable of improving the performance of a boat in a race. It is not based on racing success, prowess or talent.

It is a fundamental principle of the Code that, in the first instance, it is the sailor who classifies themselves, since ultimately it is the sailor who knows the true relationship between their racing and their financial involvement in the sport. It is the applicant's responsibility to disclose voluntarily all information necessary to determine their proper categorisation and not to give false or misleading information. Cheating carries the same penalties as it does elsewhere in the sport.

We would strongly encourage sailors and officials at all levels to familiarise themselves with the contents of the World Sailing Classification system and the booklet on the subject and in particular the section ‘Definitions and Principles’ and any section that covers their own activity. However, no guide can cover every situation and if you have any doubts concerning the Code we would encourage you to seek advice from World Sailing.

### 5.3.1. History

The Corinthian Prizes were first established in the 2019/2020 season with Kerman Contracting (Mark Nagle) providing generous cash prizes to the Div 1 and 2 winners - Endorfin (Mike Giles) and Wyuna (Dennis Vincent) respectively.

For the 20/21 season the Corinthian Cup (a beautiful trophy originally donated by Ocean Racing stalwart Bernie Kaaks which was repurposed to the Corinthian Cup) was introduced to the best all amateur crew in the Siska Series.

### 5.3.2. Previous winners

Season	Boat	Skipper	Club
23/24	Sirene	Bill Henson	FSC
22/23	Lithium	Wayne Pitcher	HYC
21/22	Lithium	Wayne Pitcher	HYC
20/21	Fourth Dimension	Lyn Powell / Ian Whitehead	FSC

## 5.4. The Siska Trophy

The Yellow Book cover is traditionally the current holder of the trophy - 2023-2024 winner – last season being Enterprise Next Generation, owned and skippered by Anthony Kirke.

### 5.4.1. History

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 skippered by West Australian 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 ocean racing series.



### 5.4.2. Rolly Tasker AM

Rolly Tasker was born in Victoria Park in 1926, built 26 racing yachts and sailed competitively for more than 60 years. Tasker began sailing competitively in 1943 and in the years from 1952 to 1956 he won 11 Australian championships in Heavy Weight Sharpies, International Sharpies, the Flying Dutchman and catamarans. He won an Olympic silver medal with Huck Scott in 1956 (the first ever sailing medal for Australia), and became an icon of sail, mast and plastic fitting manufacturing from his premises in Claremont, as well as pioneering lofts in Hong Kong and Thailand.

Rolly built and raced five ocean racing yachts named Siska, and from 1969 for the next fifteen years, won almost every race on the WA calendar, usually taking fastest time as well. The Siska's competed in Sydney to Hobart yacht races, the infamous 1979 Fastnet Race (finishing third over the line with a snapped main boom), the Parmelia Race and the first Fremantle to Bali Yacht Race in 1981.

In 2006 he became an Order of Australia (AM) and in 2017 he was an inaugural inductee into the Australian Sailing Hall of Fame. Sadly, Rolly passed away in June 2012 at the age of 86. His support of ocean racing is gratefully acknowledged.

### 5.4.3. Previous 'Siska Trophy' winners

Season	Boat	Skipper	Club
<b>2023-2024</b>	<b>Enterprise Next Generation</b>	<b>Anthony Kirke</b>	<b>FSC</b>
2022-2023	Crush	David Davenport	FSC
2021-2022	Enterprise Next Generation	Anthony Kirke / Andrew Nuttman	FSC
2020-2021	Atomic Blonde	Simon Torvaldsen	RPYC
2019-2020	Joss	Ian Clyne	RFBYC
2018-2019	Dirty Deeds	Alan Stein	FSC
2017-2018	Indian	Craig Carter	RFBYC
2016-2017	Giddy Up	Robert Halvorsen/ James Halvorsen	FSC
2015-2016	Indian	Craig Carter	RFBYC
2014-2015	Calm	Tony Mitchell / Astrid Mitchell	FSC
2013-2014	Hoodoo Man	Craig Carter	RFBYC
2012-2013	General Lee	Paul Eldrid / Scott Disley	RFBYC
2011-2012	Black Betty	Gary McNally	RFBYC
2010-2011	Sled	Tony Mitchell	RFBYC

Season	Boat	Skipper	Club
2009-2010	The Next Factor	David Walling / Vern Williamson	RFBYC
2008-2009	The Next Factor	David Walling / 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 Finn / Mike Finn	RFBYC
1992-1993	Huckleberry	Merv Finn / Mike Finn	RFBYC
1991-1992	Fremantle Doctor	Robert Baker	FSC
1990-1991	Huckleberry	Merv Finn / Mike Finn	RFBYC
1989-1990	Le Truck	Bill Burbidge	FSC
1988-1989	Castille	Ian Allen	FSC
1987-1988	Copper Top	Tony Stanton	RPYC

#### 5.4.4. Multiple winners <sup>4</sup>

Skipper	Boat	#
Merv Finn / Mike Finn	Huckleberry	3
Craig Carter	Hoodoo Man Indian	3
Tony Mitchell	Calm Sled	2
Luke Rees	Storm Rider	2
David Walling / Vern Williamson	The Next Factor	2

#### 5.4.5. Winner's clubs

Club	#
FSC	15
RFBYC	13
HYC	3
EFYC	2
RPYC	2
TCYC	1
SoPYC	1
<b>Total</b>	<b>37</b>

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<sup>4</sup> Anthony Kirke won the 23/24 Siska trophy in his own right and shared the 21/22 trophy with Andrew Nuttman.

The Ronstan logo is a red oval with the word "RONSTAN" in white, uppercase letters.

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# BE FIRST

## 6. Notice of Race

### 6.1. Abbreviations/definitions

Term/abbreviation	Meaning
<b>AS</b>	Australian Sailing
<b>ASSR</b>	Australian Sailing Special Regulations
<b>Incident</b>	<p>any event that occurs whilst a yacht is being prepared, travelling to and from the racecourse or whilst racing where there is any damage/harm or risk of damage/harm to people, property (including a Near Miss), including but not limited to:</p> <ul style="list-style-type: none"> <li>• Injury that required professional medical attention</li> <li>• Contact between boats</li> <li>• Grounding, structural failure, collision, fire, explosion, etc</li> <li>• MOB</li> <li>• Where outside assistance is required (eg. sea Rescue, other boats, 3rd Party)</li> <li>• Activation of an EPIRB, PLB or AIS MOB device, accidental or otherwise</li> <li>• A Near Miss</li> </ul>
<b>IRC</b>	International Rating Certificate
<b>Listening Watch</b>	a continuous monitoring of all radio communications whilst participating in a race, including travel to and from safe harbour
<b>MOB</b>	man overboard
<b>Near Miss</b>	a potential Incident where no damage or harm occurred
<b>OA</b>	<p>Organising Authority (RRS 89.1):</p> <ul style="list-style-type: none"> <li>• Fremantle Sailing Club (FSC)</li> <li>• Hillarys Yacht Club (HYC)</li> <li>• Royal Freshwater Bay Yacht Club (RFBYC)</li> <li>• Royal Perth Yacht Club (RPYC)</li> <li>• South of Perth Yacht Club (SoPYC)</li> </ul>
<b>Offshore Race Control</b>	radio callsign and collectively, the group of people that provide communications while on the water
<b>ORWA</b>	Ocean Racing WA
<b>Person in Charge</b>	as defined in RRS 46 AS prescription
<b>POB</b>	persons on board

Term/abbreviation	Meaning
<b>Race Channel(s)</b>	the VHF radio channel(s) used for communication with Offshore Race Control is <b>channel 72</b>
<b>Race Documents</b>	the Notice of Race, the Sailing Instructions and any Supplementary Sailing Instructions as issued by the Race Committee
<b>Race Notice Board</b>	the online location where all written race notices are published
<b>RC</b>	Race Committee conducts races as directed by the Organising Authority and as required by the rules (RRS 89.1)
<b>Rounding Report</b>	a report made in accordance with the Race Documents
<b>RRS</b>	Racing Rules of Sailing (with Australian prescriptions)
<b>SKED</b>	scheduled position report
<b>SI &amp; SSI</b>	Sailing Instructions & Supplementary Sailing Instructions, respectively
<b>TopYacht</b>	online tool used by ORWA for online entrant and results management

## 6.2. Race/series

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

### 6.2.1. Organising authorities

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

### 6.2.2. Race/series calendar

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

## 6.3. Rules

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

### 6.3.1. Amendments

#### Racing Rules of Sailing (with Australian Sailing prescriptions)

Amendment	NoR section
<b>RRS 40.2</b> (Personal Flotation Device) – is amended to add “(d) double handed sailors.” For the avoidance of doubt, this means that RRS40.1 applies to double handed sailors.	<b>6.15.3</b>
<b>RRS 41 (c)</b> (Outside help) – except in an emergency, from the warning signal and until finished, a boat shall not send or receive voice or data transmissions that are not available to all boats. Therefore, all communications with the Race Committee shall be made by VHF radio on the Race Channel(s), unless required by other means in accordance with the race documents	<b>6.5.2</b>
<b>RRS 51</b> (Moveable ballast) – is amended as follows: boats with Moveable or Variable Ballast (as defined in Australian Sailing Special Regulations Part 1 section 3 and Australian Sailing Special Regulations Appendix B) may move or vary their ballast whilst racing. Proof of compliance with these Special Regulations must be carried onboard and the Race Committee may require copies.	
<b>RRS 60.1(a)</b> (Right to protest) – amends this rule to provide that where any clause of the Race Documents is denoted by: <ul style="list-style-type: none"> <li>• [NP] – then a breach of that rule will not be grounds for protest by a boat</li> <li>• [DP] – then a penalty for a breach of that rule is at the discretion of the Protest Committee and may be less than disqualification</li> </ul>	
<b>RRS, Part 2</b> (Racing at night) – between the hours of sunset and sunrise the Rules of Part 2 are replaced with the right-of-way rules of the International Regulations for the Prevention of Collisions at sea. (“Prevention of Collisions at Sea Regulations 1983”).	
<b>RRS A5.3 (Scoring)</b> – will apply to all race scores for each series.	<b>6.13</b>
<b>Waypoints</b> - where waypoints are designated as part of a course, RRS Appendix WP shall apply.	<b>6.12</b>
<b>Arbitration</b> - Appendix T of the Racing Rules of Sailing applies.	

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

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

### IRC rule

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

#### *Spinnakers*

*In accordance with IRC Rules 11.2 and 11.3 Australian Sailing prescribes that in in IRC races requiring Category 1, Category 2 or Category 3 Special Regulations compliance, a boat may carry one more spinnaker than shown on her current IRC certificate, of area not greater than rated SPA, without an increase in rating. This changes IRC Rule 21.6.1.*

## 6.4. Race documents

The race documents that apply to all races are:

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

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

## 6.5. Communications

### 6.5.1. Official notice board

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

### 6.5.2. VHF radios

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

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

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

## 6.6. Eligibility & entry

### 6.6.1. Eligibility

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

- **Boat** –shall be of monohull construction that complies with the ASSR Part 1 for the applicable Race Category as evidenced by a current Australian Sailing Special Regulations Equipment Audit Form signed by an accredited Australian Sailing Special Regulations Equipment Auditor and by the Person in Charge.
- **Person in Charge** -shall be a member of a Club affiliated to Australian Sailing, be an ORWA member and have an Australian Sailing number, or, if an international competitor, a member of a club affiliated to a World Sailing recognised Member National Authority.
- **Crew** - all competitors shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid Sail Pass, or if an international competitor, be a member of club affiliated to a World Sailing recognised Member National Authority.

### 6.6.2. Entry

Eligible boats may enter a series/race by completing the online entry form ([www.oceanracingwa.com.au/competitor-information/race-entry/](http://www.oceanracingwa.com.au/competitor-information/race-entry/)) and submitting it, together with the required fee as set by the OA, before the deadline specified in the Calendar (page 1, above).

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

Entry is at the absolute discretion of the Organising Authority.

## 6.7. Handicap & rating system

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

- **PHS** – assessed according to PHS handicap system administered by ORWA.
- **IRC** – assessed according to the rating on the Endorsed IRC certificate.
- **Corinthian** - all crew comply with the World Sailing Sailor Classification for Group 1 (ie. takes part in yachting as a pastime, inter alia)

## 6.8. Crew limitations

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

## 6.9. Advertising

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

## 6.10. Media rights & restrictions

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

- The OA owns all media rights to its races including all rights in and to any visual and audio material and any data taken on or behalf of the OA, or provided to it, in connection with the race and may exercise those rights as they see fit.
- That by accepting the entry, the owner and crew members grant the OA the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images, and biographical information relating to the crew and photographs, video footage and audio recordings taken of the boat and its crew prior to, during and after the race.

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

## 6.11. Equipment inspection/measurement checks

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

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

## 6.12. Courses

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

## 6.13. Scoring

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

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

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

## 6.14. [DP] Incident reporting

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

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

## 6.15. Risk statement

### 6.15.1. RRS 3

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

### 6.15.2. Disclaimer of liability

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

### 6.15.3. Safety equipment

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

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

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

### 6.16. Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10 million (ten million dollars AUD) per incident or the equivalent.



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## 7. Sailing Instructions

### 7.1. Rules

All races/events are governed by the rules as defined in section 6.3 of the NoR, amended as follows:

- **RRS 34** (Missing mark) – replace this rule, as per section 7.7.1 below
- **RRS A5** (Score determined by the Race Committee) - amended as per section 7.9.2 below
- **RRS 29.2** (General recall) and Race Signals (inside front cover) – amended as per section 7.9.5 below.

### 7.2. Changes to Sailing Instructions

Any change to the sailing instructions will be communicated as follows:

- **If made >24hrs before the scheduled warning signal** - owners will be notified by the OA by email, or
- **If made <24hrs before the scheduled warning signal** - 'Code flag L' will be displayed on the Committee Boat and the changes will be broadcast on the Race Channel (or given orally by any other means as per RRS 90.2(c)).

### 7.3. Communications

#### 7.3.1. By Race Committee with boats

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

On the water, the Race Committee intends to monitor and communicate with boats on the Race Channel.

#### 7.3.2. By boats with Race Committee

On the water, boats shall communicate with the Race Committee on the Race Channel, as follows:

Communication	Detail
<b>Pre-race check in</b>	<p>Prior to the first warning signal, each boat shall contact Offshore Race Control on the Race Channel:</p> <ul style="list-style-type: none"> <li>• <b>Boat</b> – state the boat's name and confirm the number of persons on board (POB), and</li> </ul>

Communication	Detail
	<ul style="list-style-type: none"> <li>• <b>Offshore Race Control</b> – provide each boat with an individual reference number.</li> </ul> <p>Failure to check in shall result in the boat being scored DNS.</p>
<b>Listening Watch</b>	All boats shall maintain a Listening Watch on the Race Channel and VHF channel 16.
<b>Position Report</b>	If stated in the SSI's, boats shall report to Offshore Race Control on the Race Channel at the first reasonable opportunity after passing a specified mark or waypoint.
<b>Retirements</b>	<p>A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity by VHF radio on the Race Channel, including her:</p> <ul style="list-style-type: none"> <li>• reason for retiring, and</li> <li>• plan to return to port.</li> </ul> <p>She shall also maintain routine communication until safely in port.</p>
<b>Scheduled Position Report (SKED)</b>	If stated in the SSI's, SKED shall be conducted daily for the duration of the race, as per Appendix B.
<b>Trackers</b>	<p>If stated in the SSI's, trackers shall be used, affixed as instructed and left turned on until the boat has safely returned to port.</p> <p>Should a tracking device stop functioning, the Race Committee may require additional position reports.</p>

## 7.4. Code of conduct

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

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

## 7.5. Race & series schedule

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

## 7.6. Class flags

The class flags shall be displayed from a boat so that they are clearly visible, as follows:

- **Division 1** - Naval Numeral ONE

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

## 7.7. Courses & marks

Unless stated in the NoR, the courses and marks will be stated in the SSI. All marks and waypoints are passing marks unless stated otherwise in the SSI's. Mark coordinates are detailed in Appendix A.

### 7.7.1. Missing mark

Should a mark of the course be more than 100m from its stated coordinates, boats shall leave the defined coordinates of that mark to the side designated in the course, and it shall be treated as a 'waypoint'. A declaration from the skipper and evidence from the boats primary navigational system may be required as proof that the coordinates have been passed correctly.

This replaces RRS 34 (Missing Mark).

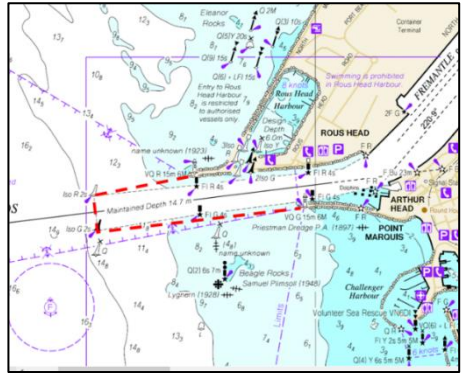
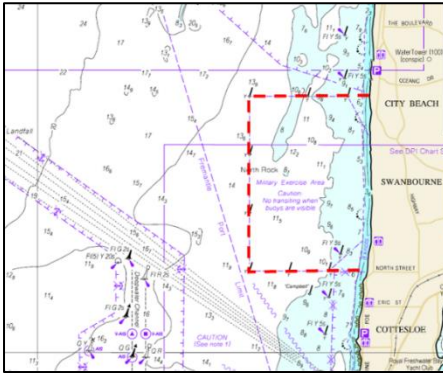
### 7.7.2. Damaging a mark

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

## 7.8. Obstructions

The following areas (indicated as dotted red lines in the diagrams below) are designated as 'obstructions':

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



## 7.9. The start

### 7.9.1. Starting

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

If a Heavy Weather Start is stated in the SSI, the start shall be conducted according to Appendix C.

### 7.9.2. Starting line

The starting line is:

- in the vicinity of Hall Bank Beacon, and
- between a staff displaying an orange flag on the Race Committee boat at the starboard end, and the course side of the port end starting mark.

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

Unless a Heavy Weather Start is stated in the SSI's, a boat that does not start within 15 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.

### 7.9.3. Course flag

Where more than one course is listed for a race, the Numeral Pennant corresponding to the course number will be displayed with the Warning Signal.

#### 7.9.4. 'Day buoy'

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

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

#### 7.9.5. General recall

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

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

### 7.10. The finish

The finishing line is a line running north from the course side of FSC Mark B at the starboard end of the line to a staff displaying a blue flag on South Mole.

[DP] If the Race Committee is absent when a boat finishes, she shall report her finishing time (GPS time or equivalent), and her position in relation to nearby boats to the Race Committee, at the first reasonable opportunity by VHF radio on the Race Channel.

[DP] Boats finishing in the dark shall illuminate their sail numbers when crossing the finish line. If there is any doubt that the Race Committee has not identified the boat correctly, then she may identify herself to the Race Committee on the Race Channel.

#### 7.11. Time limits

Time limits may be stated in the SSI's.

#### 7.12. Hearing requests

The protest time limit is:

- **Category 2 & 3** - 6 hours after the protesting boat finishes
- **Category 4 & 5** - 2 hours after the protesting boat finishes

Hearing request forms are available from the OA.

#### 7.13. Commercial shipping

Boats shall be aware, take preventative action and keep clear of commercial shipping, especially in and around:

- Entrance to Fremantle Harbour
- Northern Entrance to and in the Cockburn Sound Channel
- Gage Roads deepwater channel
- Fairway Landfall Buoy

If the Fremantle Port Authority or any statutory body lodges a formal complaint with the OA that a boat has failed to keep clear, the Race Committee may impose a penalty on that boat up to and including DSQ.

Ross Norgard's 'Salacia II'



## Appendix A – Mark coordinates

### [NP] Important note on mark coordinates

The coordinates for the marks are provided as ‘degrees and decimal minutes’ rounded to the third decimal place and referenced to the WGS84 datum. They are reasonable approximations as per navigational charts. Static navigational marks like pylons and spits are likely consistent with their charted position. Floating marks are not static and will rotate around their moorings, or indeed their moorings can move, or be simply missing. Therefore, attention is drawn to section 7.7.1 (Missing mark), above.

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates
Gage Roads	Burnell buoy		32 01.402s 115 44.298e
	Campbell buoy		31 59.207s 115 44.300e
	Centaur Reef South Cardinal Beacon		31 52.730s 115 43.006e
	Champion Rocks clearance waypoint		32 01.730s 115 35.760e
	Eastern South Passage transit beacon (aka the Windmills)	South Passage Rear Beacon	32 01.161s 115 37.671e
	Eleven metre Bank Isolated Danger mark	Gage Roads Isolated Danger Buoy	32 03.243s 115 40.685e
	Fairway landfall buoy		31 57.154s 115 38.834e
	Hall Bank beacon		32 01.840s 115 42.729e
	Kingston Reefs North cardinal buoy		31 58.850s 115 33.977e
	Stanton buoy		32 03.296s 115 39.500e
	Red A buoy	Deepwater Channel A	31 59.007s 115 41.692e
	Swanbourne exclusion mark NW		31 56.548s 115 43.349e
	Swanbourne exclusion mark SW		31 58.901s 115 43.354e

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates	
	Western South Passage transit beacon (aka the Windmills)	South Passage Front Lead Beacon	32 01.287s 115 37.104e	
<b>Success Channel</b>	Green no. 1 channel marker	S&P 1	32 03.683s 115 41.182e	
	Green no. 2 channel marker	S&P 2	32 04.265s 115 41.318e	
	Green no. 3 channel marker	S&P 3	32 04.640s 115 41.403e	
	Green no. 4 channel marker	S&P 4	32 05.016s 115 41.490e	
	Green no. 5 channel marker	S&P 5	32 05.401s 115 41.579e	
	Green no. 6 channel marker	S&P 6	32 05.759s 115 41.656e	
	Green no. 7 channel marker	S&P 7	32 06.105s 115 41.717e	
	Green no. 8 channel marker	S&P 8	32 06.752s 115 41.872e	
	Green no. 9 channel marker	S&P 9	32 07.120s 115 41.966e	
	<b>Success Bank</b>	Green no. 10 channel marker	S&P 10	32 07.455s 115 42.038e
	<b>Owen Anchorage</b>	Green no. 11 channel marker	S&P 11	32 07.791s 115 42.120e
		Green no. 12 channel marker	S&P 12	32 08.160s 115 42.185e
Jervoise Bay North Cardinal mark			32 08.909s 115 45.019e	
James Point Buoy			32 13.119s 115 44.544e	
North Transit Beacon (Front)		S&P Front	32 08.697s 115 42.376e	
South Transit Beacon (Rear)		S&P Rear	32 09.131s 115 42.478e	
Red A channel marker		S&P A	32 03.663s 115 41.307e	
Red B channel marker		S&P B	32 04.255s 115 41.423e	
Red C channel marker	S&P C	32 04.622s 115 41.507e		

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates
	Red D channel marker	S&P D	32 04.996s 115 41.590e
	Red E channel marker	S&P E	32 05.379s 115 41.677e
	Red F channel marker	S&P F	32 05.743s 115 41.758e
	Red G channel marker	S&P G	32 06.107s 115 41.864e
	Red H channel marker	S&P H	32 06.728s 115 41.996e
	Red J channel marker	S&P J	32 07.103s 115 42.064e
	Red K channel marker	S&P K	32 07.424s 115 42.138e
	Red L channel marker	S&P L	32 07.780s 115 42.219e
	Red M channel marker	S&P M	32 08.141s 115 42.314e
	Stirling Channel Green #1	Stirling Channel Leading Lights, South Side No. 1, a green beacon	32 12.270s 115 44.660e
<b>Fremantle Harbour</b>	Green no. 1 harbour entrance buoy	Entrance 1 Starboard Mark	32 03.442s 115 43.051e
	Red A harbour entrance buoy	Entrance A Port Mark	32 03.314s 115 43.033e
<b>Challenger Passage</b>	Eastern Challenger Passage lead beacon	Challenger Passage Rear Lead Beacon	32 08.729s 115 40.258e
	Challenger Passage outer port buoy	Challenger Passage Port Buoy	32 08.303s 115 38.936e
	Challenger Passage outer starboard buoy	Challenger Passage Starboard Buoy	32 08.323s 115 38.776e
<b>FSC buoys</b>	B (for Finish and Heavy weather start)		32 03.502s 115 44.055e
	D		32 06.900s 115° 43.800e
	E		32 04.350 s 115 43.550e
	F		32 04.850s 115 43.600e
	H		32 06.700s 115 42.250e

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates
	L		32 03.800s 115 43.500e
	M		32 05.900s 115 43.800e
	N (some ORWA course starts)		32 04.000 115 42.600e
	O		32 06.900 115 45.000e
	P		32 06.900s 115 42.700e
	R		32 05.500s 115 44.900e
	S		32 05.127s 115 41 789e
	W		32 04 000s 115 41.600e
	Y		32 04.500s 115 42.500e
<b>Rottnest Island</b>	Armstrong Point exclusion mark NE		31 58.877s 115 30.691e
	Armstrong Point exclusion mark NW		31 59.171s 115 29.958e
	Cape Vlamingh exclusion mark NW		32 00.990s 115 26.379e
	Cape Vlamingh exclusion mark SE		32 02.011s 115 27.410e
	Cape Vlamingh exclusion mark SW		32 01.910s 115 26.376e
	Parker Point exclusion zone SE		32 01.949s 115 31.497e
<b>Hillary Yacht Club</b>	Scarborough Beach buoy		31 53.64s 115 44.76e
	Sorrento mark		31 50.18s 115 44.43e
	Port lateral marker		31 49.468s 115 43.674e

## Appendix B – Scheduled Position Reports (aka ‘SKED’)

If stated in the SSIs, **either** Option 1 (VHF) or Option 2 (satellite/mobile device) below shall be used for the SKED.

### Option 1 (VHF radio)

#### Schedule

SKEDs shall be conducted daily for the duration of the race at:

- 0900hrs, and
- 2100hrs.

#### SKED procedure

1. Boats will be called by the Offshore Race Control for position reports in alphabetical order.
2. A boat, when called, shall reply with the numbers representing their latitude and longitude (**degrees and minutes only**). For example, “3 2 - 0 1 - 1 1 5 - 3 8” (ie. “three two - zero one - one one five - three eight”) - representing 32° 01.065’S 115° 38.427’E.
3. Boats failing to answer the SKED call will be called again at the end of the schedule.

#### If unable to make contact during the SKED

If a boat is unable to contact Offshore Race Control by VHF radio on the Race Channel for a SKED, she shall attempt to contact another boat in the race by VHF radio and request they relay their position to Offshore Race Control. If this fails, a boat may use a mobile device (mobile phone or satellite device) to call Offshore Race Control and report their position. Race Control will then announce the boats’ position to the fleet over the radio.

A ‘grace’ period of 20minutes shall be allowed after the last boat in a particular SKED is called and replies before any ‘No contact’ penalties apply.

#### ‘No contact’ penalties

The overall objective of the SKED is for Offshore Race Control to maintain regular contact with boats to ensure they are safe. Failure to provide a timely SKED may result in the imposition of a penalty, applied at the absolute discretion of the Race Committee having regard to the circumstances, as follows:

Situation (cumulative over a season)	Penalty
1st SKED missed	No penalty imposed
2nd SKED missed	20 minutes added to elapsed time
Each successive SKED missed*	40 minutes added to elapsed time

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

## Option 2 (mobile/satellite devices)<sup>5</sup>

### Schedule

SKEDs shall be conducted daily for the duration of the race at:

- **0900hrs**, and
- **2100hrs**.

### SKED procedure

The SKED report shall be a TXT message from a boat to the SKED number at each of the SKED times (eg. for a boat named 'Airborne'):

- Airborne to SKED number "Airborne OK"
- Offshore Race Control will reply "Airborne logged, please reply with 'Copy'"
- Airborne replies "Copy"

### If unable to make contact during the SKED

If a boat cannot connect /transmit or not receive the reply from Offshore Race Control (eg. "Airborne logged, please reply with 'Copy'"), the boat shall (in order of precedence):

- contact Offshore Race Control by VHF radio on the Race Channel to relay their position, and if unsuccessful
- contact another competitor by VHF radio, and request they relay that information to Offshore Race Control via TXT that the calling boat is OK.

### 'No contact' penalties

As per Option 1, above

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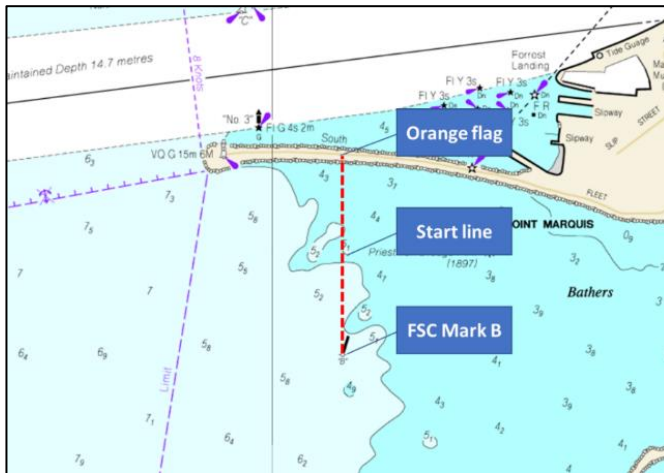
<sup>5</sup> Assumes that Trackers would be being used if Option 2 is used.

## Appendix C – Heavy weather start

If a ‘Heavy Weather start’ is stated in the SSI’s, the following amendments shall be made to Section 7.7.9 of the SIs, above.

### C1. Starting line (replaces section 7.9.2 above)

The starting line shall be between a staff displaying an orange flag on the South Mole at the starboard end, and the course side of FSC Mark B, shown diagrammatically below. The starting line runs approximately north south.



### C2. Starting ‘window’

Boats shall have a 20-minute starting ‘window’, commencing at the start signal. This window allows boats the room and opportunity to cross the line at different times.

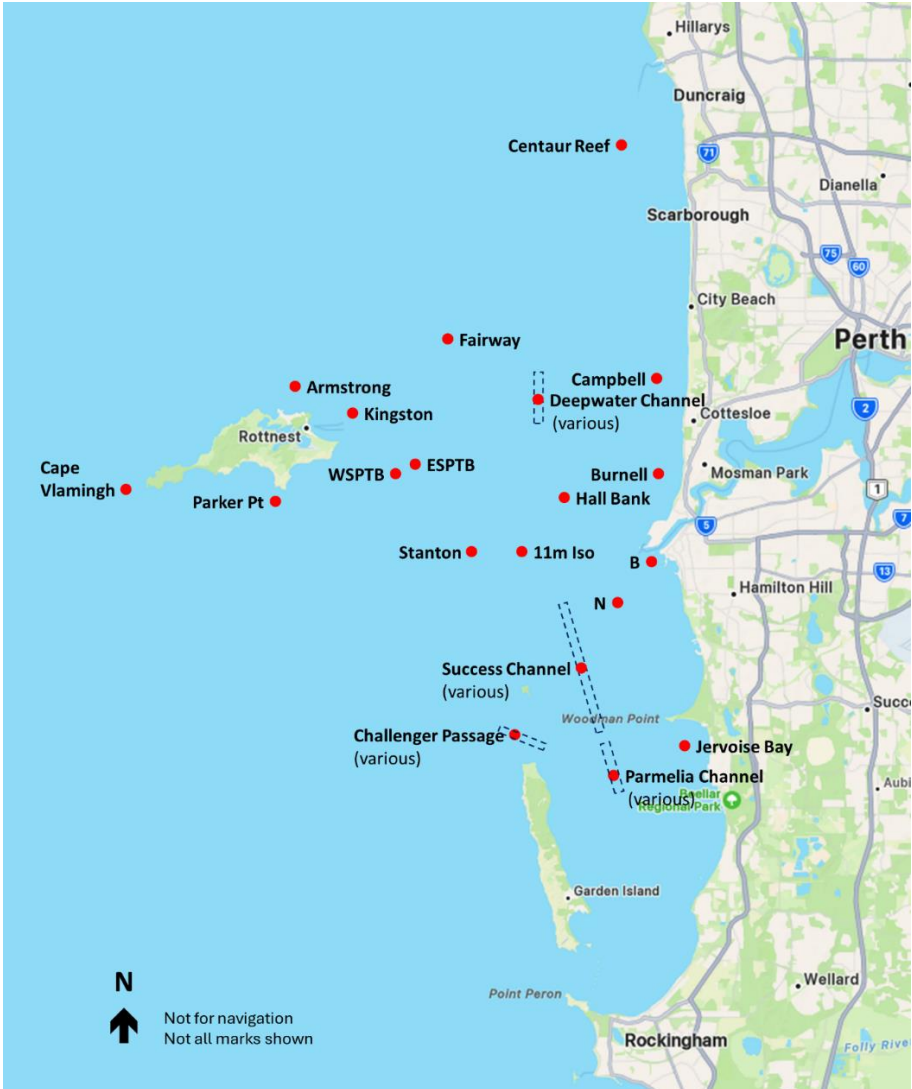
### C3. Elapsed time

The time difference between a boat’s actual start time and the starting signal will be subtracted from the boat’s finishing time to calculate their elapsed time.

### C4. Recalls (replaces section 7.9.5 above)

There will be no Recalls, as required by RRS 29.

## 8. Course map



DIVISION 2  
SISKA  
CHAMPIONS  
2024

DIVISION 1  
SISKA  
CHAMPIONS  
2024



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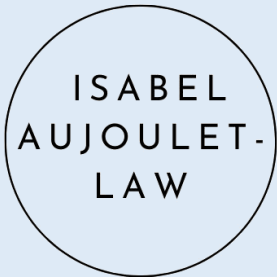
BRISBANE

ADELAIDE

SINGAPORE

## 9. Individual race notices

### 9.1. Foundation Race

<b>Sponsored by:</b>	
<b>Organising Authority:</b>	Fremantle Sailing Club
<b>Date:</b>	Saturday, 14 September 2024
<b>Warning Signal:</b>	0925 Double Handed & Division 2 0930 – Division 1 0935 Division 1
<b>Start Area:</b>	In the vicinity of Hall Bank Beacon
<b>Distance:</b>	Course(s) 33 – 48 Nm
<b>Safety:</b>	Category 4
<b>Recommendation:</b>	
<b>Trophies:</b>	IRC / PHF / George Law Trophy
<b>Series:</b>	FSC Success Cup / ORWA Short Haul
<b>Entry Fee:</b>	\$150 (FSC Boats exempt)
<b>Entry Close:</b>	1700hrs, Monday 9 <sup>th</sup> September 2024
<b>Other:</b>	Fremantle Race Control: 0478 637 135 Fremantle Radio Room: 9435 8855

#### 9.1.1. Race history

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. 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.

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.

## 9.2. Coventry Reef Race

<b>Sponsored by:</b>	 and <b>The Bishop Family</b>
<b>Organising Authority:</b>	Fremantle Sailing Club
<b>Date:</b>	Saturday, 19 October 2024
<b>Warning Signal:</b>	0925 Double Handed & Division 2 0930 – Division 1
<b>Start Area:</b>	In the vicinity of Hall Bank Beacon
<b>Distance:</b>	Course(s) 48 – 37 Nm
<b>Safety:</b>	Category 4
<b>Recommendation:</b>	
<b>Trophies:</b>	IRC / PHF
<b>Series:</b>	FSC Success Cup / ORWA Short Haul / Siska
<b>Entry Fee:</b>	\$150 (FSC Boats exempt)
<b>Entry Close:</b>	1700hrs, Monday 14th October 2024
<b>Other:</b>	Fremantle Race Control: 0478 637 135 Fremantle Radio Room: 9435 8855

### 9.2.1. Race history

The FSC Coventry Reef Race was originally the FSC Five Fathoms Race and took sailors from Fremantle to Coventry Reef and returned to Fremantle, the round trip being approximately 53 nm. This was a rather special race on the FSC calendar with sailors competing for a perpetual trophy in memory of the late Gordon Haselhurst who was one of the instigators of this race and a revered and hard-working member of FSC. The trophy was donated by the Royal Instrument Company and consists of wind speed and wind direction gauges and was positioned directly below the Club Bell in the main bar area.

In 1984 SoPYC ran the Marine Hull Company Coventry Reef Race as part of the Schweppes Ocean Racing Series. That included a Mandurah Race and a Commodores Night 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 the South of Perth Yacht Club Race round-ed it to Port. In 1991 SoPYC discontinued its Coventry Reef Race (run from the mid 1970's as a Division 3 race in conjunction with their non-stop Mandurah and Return race) and in 1997 FSC added 'Coventry Reef' to the title of the race.

In 2011 the Gordon Haselhurst family trust discontinued their sponsorship and in 2012 'Rockwater' Roger Passmore took up the sponsorship supporting the race for nearly 10 years.

In 2021 Geoff Bishop UK Sailmakers picked up the mantel to support this great race, from 2023 The Bishop Family added their support of this popular race!

Chris Hind's 'Sagacious IV'



### 9.3. West Coaster Race

<b>Sponsored by:</b>	 <b>arns+associates</b> L A W Y E R S
<b>Organising Authority:</b>	Fremantle Sailing Club
<b>Date:</b>	Saturday, 16 November 2024
<b>Warning Signal:</b>	0925 Double Handed & Division 2 0930 – Division 1
<b>Start Area:</b>	In the vicinity of Hall Bank Beacon
<b>Distance:</b>	To be detailed in the SSIs
<b>Safety:</b>	Category 3+
<b>Recommendation:</b>	
<b>Trophies:</b>	IRC / PHF
<b>Series:</b>	ORWA Blue Water / Siska
<b>Entry Fee:</b>	\$250
<b>Entry Close:</b>	1700hrs, Friday 8 <sup>th</sup> November 2024
<b>Other:</b>	Pre-Race Briefing Thursday, 14 <sup>th</sup> November 2024 Trackers will be provided Fremantle Race Control: 0478 637 135 Fremantle Radio Room: 9435 8855

#### 9.3.1. Race history

The West Coaster race is one of the four long course races included in the ORWA Bluewater series since 2016.

It is one of the more challenging races in the offshore programme and in past years has been approved by CYCA as a Sydney to Hobart qualifier race.

The course has varied over the years, but the objective has always been to provide a balanced and more demanding offshore course which includes some overnight racing off the West Australian coast.

A trophy was donated to Fremantle Sailing Club by Arns & Associates in 2016, and the firm has continued as the sponsor of the race since that date.

## 9.4. Island Race

<b>Organising Authority:</b>	Royal Perth Yacht Club
<b>Date:</b>	30 November 2024
<b>Warning Signal:</b>	0930 Double Handed & Division 2 0935 Division 1
<b>Start Area:</b>	In the vicinity of Hall Bank Beacon
<b>Distance:</b>	To be advised in the SSI's
<b>Safety</b>	Category 4
<b>Recommendation:</b>	
<b>Trophies</b>	IRC & PHS
<b>Series</b>	ORWA Short Haul / Siska
<b>Entry Fee</b>	\$150 (race only)
<b>Entry Close</b>	1700, 25 November 2024


### 9.4.1. Race history

TBC

Paul & Ceris Arns' **'Obsession'**



## 9.5. Pot of Gold Race

<b>Sponsored by</b>	 <b>MITSUBISHI ELECTRIC</b>
<b>Organising Authority</b>	Hillarys Yacht Club
<b>Date</b>	Saturday 18 January 2025
<b>Start Area</b>	Boat start, off Leighton Beach
<b>Warning Signal</b>	0955 Division 2 1000 Division 1
<b>Safety</b>	Category 4
<b>Recommendation</b>	
<b>Trophies</b>	IRC & PHF
<b>Series</b>	ORWA Short Haul and HYC Pot of Gold Weekend
<b>Event Entry Fee</b>	\$150 (includes Shepherdess Cup)
<b>Entry Close</b>	1700 Monday 13 January 2025
<b>Presentations</b>	Saturday 18 January 2025, approx. 1700 at HYC
<b>Other</b>	The Shepherdess Cup will be held on Sunday 19 January

### 9.5.1. Race history

The Pot of Gold race to Hillarys commenced in 1994. It was created by the Hillarys Yacht Club as part of a weekend event to encourage Western Australian sailors to compete in a Regatta with Offshore and Inshore fleets on the same day. The regatta has evolved overtime with this year's event including the Dash for Cash for inshore boats on Saturday, the Shepherdess Cup for the Offshore fleet on Sunday and a 5-race series for the Super 30's.

This season's Pot of Gold course one will be an around Rottneest race with inshore alternatives if the weather is unsuitable. HYC will again have the customary welcome drink as yachts dock followed by a celebration at the HYC clubhouse. On Sunday there is the Shepherdess Cup return race to Fremantle. The Shepherdess Cup and Super 30 presentations will be held at FSC an hour after completion of the race. The presentation for the overall winners of the "Pot of Gold Weekend" combining the Pot of Gold and Shepherdess Cup results will be made at the ORWA annual awards night.

The Dash for Cash, an escorted Category 6 race for the inshore fleet, is a shorter race along the coast from Fremantle to Hillarys. HYC encourages and welcomes sailors from other clubs to participate and join the presentation and party at HYC in the afternoon and evening. Pens will be made available for visiting yachts.



**MITSUBISHI  
ELECTRIC**

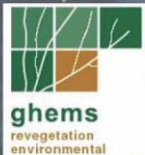
# POT OF GOLD WEEKEND

**SATURDAY 18 JANUARY 2025  
POT OF GOLD**

**SUNDAY 19 JANUARY 2025  
SHEPHERDESS CUP**



For more information contact Linda El Battal  
at [aquatics@hillarysyachtclub.com.au](mailto:aquatics@hillarysyachtclub.com.au)



## 9.6. 77<sup>th</sup> Bunbury Return Race

<b>Organising Authority:</b>	Royal Freshwater Bay Yacht Club
<b>Partner Club:</b>	Koombana Bay Sailing Club
<b>Date:</b>	Saturday 8 February 2025
<b>Warning Signal:</b>	0855 (all fleets)
<b>Start Area:</b>	In the vicinity of Hall Bank Beacon
<b>Distance:</b>	170 nautical miles
<b>Safety Category</b>	Category 3+ (plus):
	<ul style="list-style-type: none"> <li>• At least 2 crew must have a valid Sea Safety Survival Course qualification and the following items in the Australian Sailing Special Regulations to comply with Cat 2:</li> </ul>
	<ul style="list-style-type: none"> <li>• 3.24.1 (permanently installed inboard propulsion engine).</li> </ul>
	<ul style="list-style-type: none"> <li>• 4.19 (Life rafts).</li> </ul>
	<ul style="list-style-type: none"> <li>• 4.18.2 and 4.18.4 (EPIRB).</li> </ul>
	<ul style="list-style-type: none"> <li>• 4.20 (Grab Bags to Accompany Life rafts).</li> </ul>
	<ul style="list-style-type: none"> <li>• 5.01.1 (f) (Spare Lifejacket).</li> </ul>
	<ul style="list-style-type: none"> <li>• 5.05 (Personal Locator Beacon).</li> </ul>
<b>Additional:</b>	<p>Crew lists, including PLB HEX ID/UIN must be submitted to the OA by midday on Wednesday 5 February 2025 by signing on all persons on board in the online entry system for the race.</p> <p>All yachts must carry a tracking device supplied by the OA.</p>
<b>Recommendation:</b>	<p>A personal MOB AIS locator is recommended for all competitors, and we encourage the details to be added to the boats race entry using the online system.</p>
<b>Trophies</b>	IRC & PHS
<b>Series</b>	ORWA Bluewater and Siska series
<b>Entry Fee</b>	\$250
<b>Entry Close</b>	1700 Friday 31 January 2025
<b>Briefing:</b>	1830 Thursday, 6 February 2025
<b>Race Control</b>	RFBYC Radio Room, 9286 8204
<b>Email</b>	<a href="mailto:offshore@rbyc.asn.au">offshore@rbyc.asn.au</a>

### 9.6.1. Course

Mark	Pass	Comment
<b>Start</b>		
<b>Day buoy</b>		
<b>Western south passage transit beacon</b>	PRT	
<b>Mark boat Bunbury</b>	STB	Approximately 33° 18.703'S 115° 38.883'E
<b>Western south passage transit beacon</b>	STB	
<b>Hall bank beacon</b>	STB	
<b>South mole finish</b>		

### 9.6.2. Race history

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. From 2016 there was a lap in Koombana Bay and a Friday evening start which saw most of the fleet turning in Bunbury during daylight hours to connect the race with the locals. In 2018, a spectacular Fremantle Harbour start celebrated the 70th race.

The Bunbury and Return is not the longest, but it is the oldest offshore race in Western Australia, it will always have a special place in history.

### 9.6.3. Race record

The race record was set in 2023 by David Davenport and Crush in a time of 16h 26m 21s.

Dave Davenport's 'Crush'



## 9.7. Halls Head Race

<b>Organising Authority:</b>	Fremantle Sailing Club
<b>Date:</b>	Saturday, 8th March 2025
<b>Warning Signal:</b>	0925 Double Handed & Division 2 0930 – Division 1
<b>Start Area:</b>	In the vicinity of Hall Bank Beacon
<b>Distance:</b>	Course(s) 48Nm – 37Nm
<b>Safety:</b>	Category 4
<b>Recommendation:</b>	
<b>Trophies:</b>	IRC / PHF
<b>Series:</b>	FSC Success Cup / ORWA Short Haul
<b>Entry Fee:</b>	\$150 (FSC Boats exempt)
<b>Entry Close:</b>	1700hrs, Friday 8 <sup>th</sup> November 2024
<b>Other:</b>	Fremantle Race Control: 0478 637 135 Fremantle Radio Room: 9435 8855

### 9.7.1. Race history

Fremantle Sailing Club introduced the Halls Head and Point Robert 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 Bouvard 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.

## 9.8. Cape Naturaliste Return Race

<b>Organising Authority:</b>	Royal Perth Yacht Club
<b>Date:</b>	Friday 22 March 2024
<b>Warning Signal:</b>	1755 (all fleets)
<b>Start Area:</b>	Fremantle start area
<b>Course:</b>	To be advised in SSIs for the event
<b>Distance:</b>	200 nautical miles
<b>Safety</b>	<p>Category 3+ (plus):</p> <p>At least 2 crew must have a valid Sea Safety Survival Course qualification and the following items in the Australian Sailing Special Regulations to comply with Cat 2:</p> <ul style="list-style-type: none"> <li>• 3.24.1 (permanently installed inboard propulsion engine).</li> <li>• 4.19 (Life rafts).</li> <li>• 4.18.2 and 4.18.4 (EPIRB).</li> <li>• 4.20 (Grab Bags to Accompany Life rafts).</li> <li>• 5.01.1 (f) (Spare Lifejacket).</li> <li>• 5.05 (Personal Locator Beacon).</li> </ul>
<b>Additional:</b>	Crew lists, including PLB HEX ID/UIN must be submitted to the OA by 0900 on Wednesday 20th March 2024 by signing on all persons on board in the online entry system for the race. All yachts must carry a tracking device supplied by the OA.
<b>Recommendation:</b>	A personal MOB AIS locator is recommended for all competitors, and we encourage the details to be added to the boats race entry using the online system.
<b>Trophies</b>	IRC & PHS
<b>Series</b>	ORWA Bluewater & Siska Trophy
<b>Entry Fee</b>	\$250
<b>Entry Close</b>	0900 Monday 18 March 2024
<b>Briefing:</b>	1800 Thursday 21 March 2024

### 9.8.1. Race history

At 11 am on the 11th of March 1955, His Excellency the Governor, Sir Charles Gairdner, fired the starting gun to send what was hoped to be an all-time record ocean fleet away on Western Australia's longest ocean race.

Sadly, eight days prior to the race, W {Billy} Green, a long-time member of Royal Perth Yacht Club and a founding Committee member of the Naturaliste, passed away. He was due to act as an observer on HMAS Fremantle. As a memorial, all participating yachts flew a black pennant as a mark of respect to this great yachtsman and Club Member. His ashes were scattered from his 28ft Bermudan sloop 'Rugged' as she rounded the turning mark at Bunker Bay. Rugged was skippered by Len Randall, a close friend.

There were 15 entries in the first race - 10 from Royal Perth and 5 from Royal Freshwater Bay: Panamuna skippered by WJ Lucas, Gelasma skippered by G Barratt-Hill, Thera skippered by J Fitzhardinge, Maid Marion skippered by N McKay, Santa Maria skippered by A Mellows, Nova skippered by J Wiltshire, Nerrima skippered by L Bickley, Lynda skippered by S Craig, Yuna skippered by G Crewe, Argosy skippered by E Luck, Fan skippered by W West, Rugged (Randall designed and 'backyard built') skippered by Len Randall, 'Alouette skippered by H Pepper, Midge skippered by J Arcus and Enchantress skippered by J Galloway.



The compulsory safety equipment to be carried was as follows: A lifebelt of approved pattern for each man on board, a fire extinguisher, an anchor and adequate warp, navigation lights or combined green and red lanterns, flares or material capable of being made into flares, compass, 3inch liquid and deviation card, and lifelines that can be rigged from bow to stern should the weather require it. Recommended items were a powerful torch, signalling apparatus and a lifebuoy with automatic light. It was not until a few years later when the list of compulsory items changed to include such items as: adequate food for four days sailing, a radio receiving set and a suitable first aid kit.

The 1965 race, ten years on saw the safety rules change substantially to include such items as: a minimum of one gallon of water per person per 100 miles of the course, bilge pumps, suitable storm canvas or alternative working sails and most importantly a serviceable two-way radio set

The radio link was the HMAS Diamentina and GPV958 who would be conducting exercises in the areas.

On the morn of 11 March 1955, the fleet sailed out of Fremantle harbour and through the South Channel of Cape Perron and headed for Cape Naturaliste in a freshening 15-knot southwester, with the exception of Santa Maria who chose the coastal route. "Midge retired before midnight with "Argosy reported to be in Thompson's Bay as was "Alouette . Pannamuna rounded Naturaliste at 0541hr the next morning with the rest of the fleet 13hrs behind. Drama is encountered causing great concern with Race Control. 11 yachts have rounded Naturaliste with three in Thompson's Bay. Yuna was missing.

At 1600hrs on Saturday, the RAAF sent up a Wirraway to locate the Yacht. Only Pannamuna was sighted. At first light on Sunday a RAAF Dakota stationed at Pearce Air Base was requested to conduct a search again without result. The Royal Australian Navy, Harvey and Pinjarra Police were alerted while the ABC prepared the public for the worst. Finally, two Chipmunks from the Sunbury Aero Club sighted Yuna 5 miles . northwest of Mandurah sailing at 8 knots. Nova retired after rounding Naturaliste. While the search for Yuna was being conducted the RAN towed in Thera who had the misfortune of a broken mast one mile off Fairway Buoy.

Rugged , skippered by Len Randall with an elapsed time of 50hr 21min won the inaugural Cape Naturaliste and Return Ocean Race. Pannamuna had an elapsed time of 38 hr 41min 14sec and finished second; Fan was placed third. (Sic. Some interesting handicapping decisions there!)

The trophy Presentation and Dinner attended by 150 people including Lord Mayor James Murray as guest of honour.

In 1965 Coffee Boats were established where members and friends dispensed refreshments from anchored boats in Fremantle Harbour, to sailors as they passed through the finish line.



For further explanation I quote “No banquet was envisaged requiring knives, forks, spoons, napkins and Rinso-white cloth and the complete exclusion of table-reaching, swearing and belching but from information received, the hot fluids and small chow did much to heal the weals and change those old-fashioned looks at the skippers”.

1966 saw the advent of spotter aircraft, usually a Mooney Super 21 sponsored by Winterbottom Holdings.

In 1975, now 20 years from the inaugural Race, Race instructions are now 13 foolscap pages {6 by A5 in 1955}, Trophies have trebled, and entrants over doubled.

*Excerpt from an article written by Jon Readhead, Archivist for Royal Perth Yacht Club.*

### 9.8.2. Race record

The race record was set in March 2024 by David Davenport and Crush (TP52) in a corrected time of 15h 15m 35s (average speed over 200nm was 13.1knots) (sic. the inaugural winner Rugged’s elapsed time was 50hr 21m 0s at an average speed of just under 4knots.)



Hilary Arthure's 'Wyuna'



## 9.9. Pieces of Eight Race

<b>Organising Authority</b>	SoPYC
<b>Date</b>	Saturday 5 <sup>th</sup> of April, 2025
<b>Warning Signal</b>	0855 hrs
<b>Start Area</b>	In the vicinity of Hall Bank Beacon
<b>Course</b>	To be advised in SSIs for the event
<b>Distance</b>	80+ nm
<b>Safety</b>	Cat 3
<b>Trophies</b>	IRC & PHS
<b>Series</b>	ORWA Blue Water / Siska
<b>Entry Fee</b>	\$250.00
<b>Entry Close</b>	1700 Friday 29 <sup>th</sup> March, 2025
<b>Briefing</b>	1800 Thursday 3 <sup>rd</sup> April, 2025
<b>Presentation</b>	1800 Wednesday 9 <sup>th</sup> April, 2025

### 9.9.1. OA commentary on the race

SoPYC has a proud ocean racing history, and this coming season sees a new instalment in a developing and new era. The birth of a new event and race provides a chance to etch new names into history on new trophies and boards. Competitors will navigate the majority of Perth local waters and see all the sights of the island and our inshore. The race primarily runs a figure eight around Western Australia’s most loved Island destinations, as well as a coastal vista as they complete the latter part of the course along the beaches.

At around 90 nautical miles, teams will enjoy a varied passage, and sail sets to complete a course designed to keep everyone busy, from the navigator to those grinding each tack and gybe – all onboard will need to be engaged and on their toes for the duration of the race!

Depending on the weather conditions, we anticipate an evening finish for most yachts. This will add to the experience and be a great opportunity for those less experienced teams wanting to try offshore sailing without going overnight.

**Our callout to those keen to dip their toes into offshore racing, is that this is the race for you to test yourself and your crew. If a SS27 can, why can’t you!**

**South of Perth Yacht Club**

**Presents the**



**WILSON MARINE**  
7 DAY WATERFRONT CHANDLERY



# *Pieces of eight* **Ocean Race**

**Date: Saturday, April 5th 2025**

**Series: Bluewater**

**Presentations: Wednesday April 9th 2025**

**Sponsored by Wilson Marine and Nail Brewing**



**Contact SoPYC for more details**  
**[OceanRacing@sopyc.com.au](mailto:OceanRacing@sopyc.com.au)**

## 10. ORWA courses

### 10.1. Course 1 - E / SW (~40nm)

	Marks	Pass	Notes
<b>Start</b>			
<b>Day Buoy</b>			
<b>Eastern South Passage Transit Beacon</b>		STB	
<b>Hall Bank Beacon</b>		STB	
<b>11m Bank Isolated Danger Mark</b>		STB	
<b>Gage Roads Red A Buoy</b>		STB	
<b>Stanton Buoy</b>		STB	
<b>Campbell Buoy</b>		STB	Shorten to finish
<b>11m Bank Isolated Danger Mark</b>		PRT	
<b>Burnell Buoy</b>		STB	
<b>To seaward Fremantle Harbour Restricted area</b>		PRT	
<b>South Mole finish line</b>			

### 10.2. Course 2 - SE / SW (~45nm)

	Marks	Pass	Notes
<b>Start</b>			
<b>Day Buoy</b>			
<b>Fairway Landfall Buoy</b>		PRT	
<b>Hall Bank Beacon</b>		PRT	
<b>Gage Roads Red A Buoy</b>		PRT	
<b>Stanton Buoy</b>		PRT	
<b>Campbell Buoy</b>		STB	
<b>11m Bank Isolated Danger Mark</b>		STB	
<b>Gage Roads Red A Buoy</b>		STB	Shorten to finish
<b>Campbell Buoy</b>		STB	
<b>To seaward Fremantle Harbour Restricted area</b>		PRT	
<b>South Mole finish line</b>			

### 10.3. Course 3 - S / SW (~39.5nm)

Marks	Pass	Notes
<b>Start</b>		
Day Buoy		
Campbell Buoy	STB	
Burnell Buoy	STB	
Gage Roads Red A Buoy	PRT	
Stanton Buoy	STB	
Eastern South Passage Transit Beacon	STB	
Gage Roads Red A Buoy	STB	
Campbell Buoy	STB	Shorten to finish
11m Bank Isolated Danger Mark	PRT	
Campbell Buoy	STB	
Hall Bank Beacon	PRT	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		

### 10.4. Course 4 - NE / NW (~43nm)

Marks	Pass	Notes
<b>Start</b>		
Day Buoy		
Stanton Buoy	STB	
Campbell Buoy	PRT	
Hall Bank Beacon	STB	
Fairway Landfall Buoy	STB	
Burnell Buoy	STB	
Gage Roads Red A Buoy	PRT	
Hall Bank Beacon	STB	Shorten to finish
Eastern South Passage Transit Beacon	PRT	
Cockburn Sound Red A Channel Marker	PRT	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		

### 10.5. Course 5 - E / W (~41.6nm)

Marks	Pass	Notes
<b>Start</b>		
<b>Day Buoy</b>		
<b>Eastern South Passage Transit Beacon</b>	STB	
<b>Hall Bank Beacon</b>	PRT	
<b>Campbell Buoy</b>	PRT	
<b>Fairway Landfall Buoy</b>	PRT	
<b>Gage Roads Red A Buoy</b>	STB	
<b>Kingston Reef North Cardinal Buoy</b>	STB	
<b>Gage Roads Red B Buoy</b>	STB	
<b>Burnell Buoy</b>	STB	
<b>Hall Bank Beacon</b>	PRT	
<b>To seaward Fremantle Harbour Restricted area</b>	PRT	
<b>South Mole finish line</b>		

### 10.6. Course 6 - E / SW (~42.15 nm)

Marks	Pass	Notes
<b>Start</b>		
<b>Day Buoy</b>		
<b>Campbell Buoy</b>	PRT	
<b>Fairway Landfall Buoy</b>	STB	
<b>Campbell Buoy</b>	STB	
<b>Hall Bank Beacon</b>	STB	
<b>Stanton Buoy</b>	STB	
<b>Campbell Buoy</b>	STB	
<b>11m Bank Isolated Danger Mark</b>	PRT	
<b>Burnell Buoy</b>	PRT	Shorten to finish
<b>Campbell Buoy</b>	STB	
<b>To seaward Fremantle Harbour Restricted area</b>	PRT	
<b>South Mole finish line</b>		

## 10.7. Course 7 - SE / SW (~38.5 nm)

Marks	Pass	Notes
<b>Start (Vicinity of FSC Mark N)</b>		
Day Buoy		
11m Bank Isolated Danger Mark	STB	
Day Buoy	STB	
11m Bank Isolated Danger Mark	STB	
Campbell Buoy	PRT	
Stanton Buoy	STB	
Campbell Buoy	PRT	Shorten to finish
11m Bank Isolated Danger Mark	PRT	
Burnell Buoy	STB	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		

## 10.8. Course 8 - E / SW (~39.4 nm)

Marks	Pass	Notes
<b>Start</b>		
Day Buoy		
Campbell Buoy	PRT	
Gage Roads Red A Buoy	STB	
Campbell Buoy	STB	
Cockburn Sound Red B Channel Marker	PRT	
Gate: Cockburn Sound Red J Channel Marker	PRT	
Gate: Cockburn Sound Green #10 Channel Marker	STB	
Cockburn Sound Green #11 Channel Marker	STB	
Eastern Challenger Passage Lead Beacon	PRT	
Jervoise Bay North Cardinal Mark	STB	
Stirling Channel Green #1	STB	
Jervoise Bay North Cardinal Mark	PRT	
Cockburn Sound Channel North Transit beacon (Front)	STB	
Gate: Cockburn Sound Green #10 Channel marker	PRT	
Gate: Cockburn Sound Red J Channel Marker	STB	
Cockburn Sound Red B Channel Marker	STB	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		

### 10.9. Course 9 - E / SE / SW (~40.5 nm)

Marks	Pass	Notes
<b>Start (Vicinity of FSC Mark N)</b>		
Day Buoy		
11m Bank Isolated Danger Mark	STB	
Day Buoy	STB	
Cockburn Sound Red B Channel Marker	PRT	
Gate: Cockburn Sound Red J Channel Marker	PRT	
Gate: Cockburn Sound Green #10 Channel Marker	STB	
Cockburn Sound Channel South transit Beacon (front)	PRT	
Jervoise Bay North Cardinal Mark	STB	
James Point Buoy	STB	
Cockburn Sound Channel South transit Beacon (rear)	STB	
Gate: Cockburn Sound Green #10 Channel Marker	PRT	
Gate: Cockburn Sound Red J Channel Marker	STB	
Cockburn Sound Red B Channel Marker	STB	Shorten to finish
Campbell Buoy	STB	
11m Bank Isolated Danger Mark	PRT	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		

### 10.10. Course 10 - SE / WSW / SW (~ 39.4 nm)

Marks	Pass	Notes
<b>Start</b>		
Day Buoy		
Fairway Landfall Buoy	PRT	
Hall Bank Beacon	PRT	
Gage Roads Red A Buoy	PRT	
Eastern South Passage Transit Beacon	PRT	
Campbell Buoy	STB	
Stanton Buoy	PRT	Shorten to finish
Burnell Buoy	STB	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		

### 10.11. Course 11 - SE / WSW / SW (~40.5 nm)

Marks	Pass	Notes
<b>Start</b>		
Day Buoy		
Fairway Landfall Buoy	PRT	
Eastern South Passage Transit Beacon	PRT	
Campbell Buoy	STB	
Stanton Buoy	STB	
Campbell Buoy	STB	
11m Bank Isolated Danger Mark	PRT	Shorten to finish
Hall Bank Beacon	STB	
Burnell Buoy	STB	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		

### 10.12. Course 12 - S / NW / W (~40.8nm)

Marks of the course	Pass	Notes
<b>Start</b>		
Day Buoy		
Fairway Landfall Buoy	STB	
Burnell Buoy	PRT	
Gage Roads Red A Buoy	PRT	
Kingston Buoy	STB	
Campbell Buoy	STB	
Burnell Buoy	STB	
11m Bank Isolated Danger Mark	PRT	
To seaward Fremantle Harbour Restricted area	PRT	
South Mole finish line		



Bill Henson's 'Sirene'



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SCAN  
ME

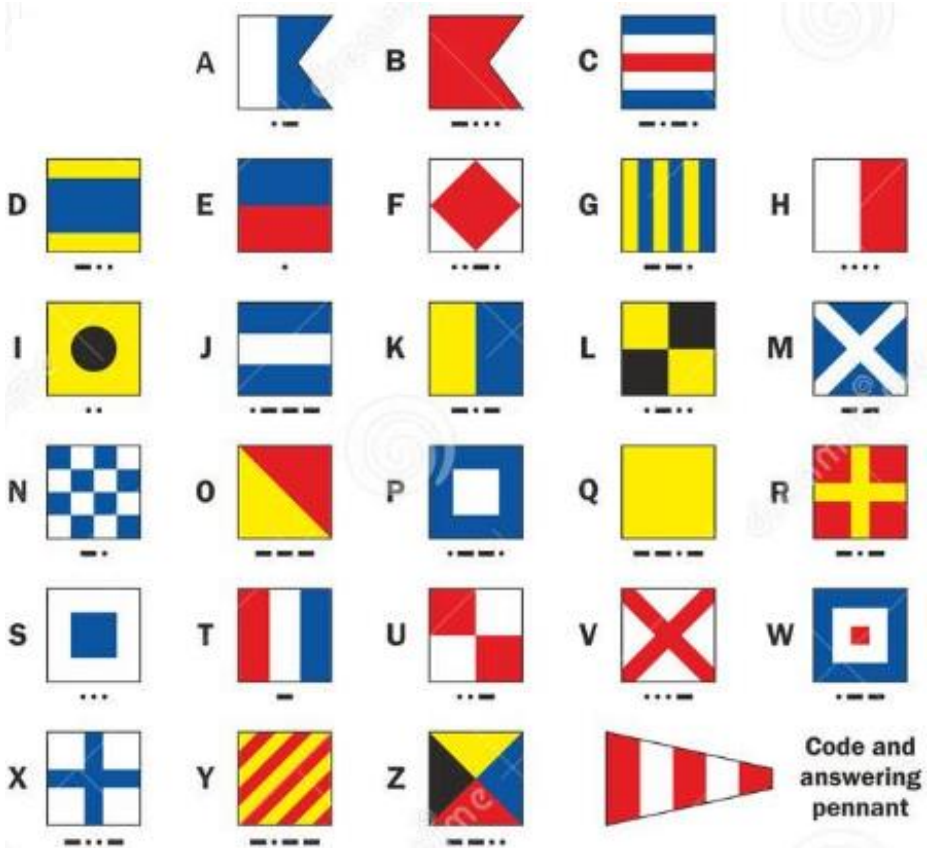


Australian  
Sailing

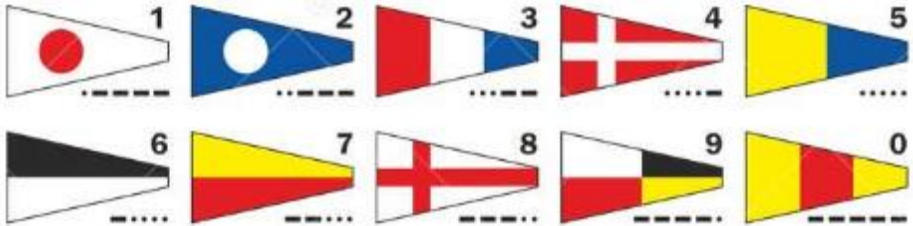


## 11. Signals

### 11.1. Letters



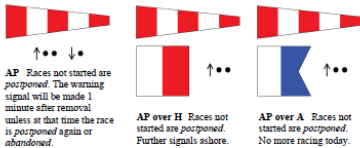
## 11.2. Numerals



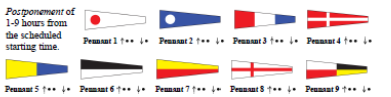
## 11.3. Race signals (RRS 2025-2028)

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound. Five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, fleet flag, event flag or race area flag, the signal applies only to that class, fleet, event or race area.

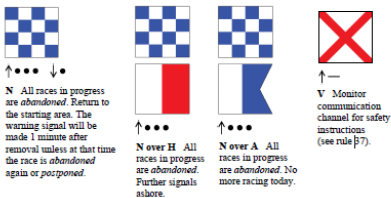
### Postponement Signals



### AP over a Numeral Pennant 1-9



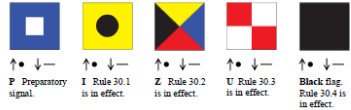
### Abandonment Signals



### Safety



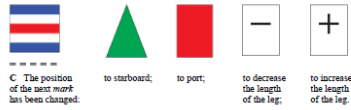
### Preparatory Signals



### Recall Signals



### Changing the Next Leg



### Other Signals



## 11.4. International Code Flag (ICS) – single letter meaning (phonetic alphabet in brackets)

### A - ALPHA (AL FAH)

I have a diver down; keep well clear at slow speed.

### B - BRAVO (BRAH VOH)

I am taking in, or discharging, or carrying dangerous goods.

### C - CHARKIE (CHAR LEE)

Yes (Affirmative or "the significance of the previous group should be read in the affirmative".)

### D - DELTA (DELL TAH)

Keep clear of me; I am maneuvering with difficulty.

### E - ECHO (ECK OH)

I am altering my course to starboard.

### F - FOXTROT (FOKS TROT)

I am disabled; communicate with me.

### G - GOLF (GOLF)

I require a pilot.

When made by fishing vessels operating in close proximity on the fishing grounds, it means: I am hauling nets.

### H - HOTEL (HOH TELL)

I have a pilot on board.

### I - INDIA (IN DEE AH)

I am altering my course to port.

### J - JULIETTE (JEW LEE ETT)

I am on fire and have dangerous cargo on board; Keep well clear of me

### K - KILO (KEY LOH)

I wish to communicate with you.

### L - LIMA (LEE MAH)

You should stop your vessel instantly.

### M - MIKE (MIKE)

My vessel is stopped and making no way through the water.

### N - NOVEMBER (NO VEM BER)

No (negative or "the significance of the previous group should be read in the negative") This signal may be given only visually or by sound. For voice or radio transmission the signal should be "NO".

### O - OSCAR (OSS CAH)

Man overboard.

### P - PAPA (PAH PAH)

In the harbour: All persons should report on board as the vessel is about to proceed to sea.

At sea: It may be used by a fishing vessels to mean: "My nets have become fast upon an obstruction."

### Q - QUEBEC (KEH BECK)

My vessel is 'healthy' and I request free pratique.

### R - ROMEO (ROW ME OH)

(No ICS meaning as a single flag)

### S - SIERRA (SEE AIR RAH)

I am operating astern propulsion.

### T - TANGO (TANG GO)

Keep clear of me; I am engaged in pair trawling.

### U - UNIFORM (YOU NEE FORM)

You are running into danger.

### V - VICTOR (VIK TAH)

I require assistance.

### W - WHISKEY (WISS KEY)

I require medical assistance.

### X - X-RAY (ECKS RAY)

Stop carrying out your intentions and watch for my signals.

### Y - YANKEE (YANG KEY)

I am dragging my anchor.

### Z - ZULZ (ZOO LOO)

















I require a tug.

When made by fishing vessels in close proximity on the fishing grounds, it means: "I am shooting nets".

John Rayner's 'Al Fresco'



## 12. Resources (QR codes)

 <p><b>ORWA</b></p>	 <p><b>FSC</b></p>	 <p><b>HYC</b></p>	 <p><b>RFBYC</b></p>
 <p><b>SoPYC</b></p>	 <p><b>RPYC</b></p>	 <p><b>AS RRS</b></p>	 <p><b>ASSR</b></p>
 <p><b>AS equipment auditing forms</b></p>	 <p><b>AS Number</b></p>	 <p><b>WS resources</b></p>	 <p><b>AS resources</b></p>
 <p><b>UK Sailmakers</b></p>	 <p><b>Musto</b></p>	 <p><b>Wichard</b></p>	 <p><b>Ronstan</b></p>

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