



# NOTICE OF RALLY

## EVENT SPONSORS



## MAJOR SPONSORS



THE ONLY EXMOUTH PRAWN



## EVENT SUPPORTERS



Department of Transport





REVISION HISTORY	
Rev	Description
A	For Internal Review
1	Issued for Use

RECORD OF AMENDMENT			
It is certified that the amendments listed below have been incorporated in this copy of the publication.			
No.	Section	Para No	Description of changes

HOLD'S STATUS SHEET		
It is certified that the items below are awaiting further information before incorporation in this copy of the publication		
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## Fremantle Sailing Club Flag Officers

As at 30th June 2020

Commodore	Ron Greer
Vice Commodore	Anita Wyntje
Rear Commodore Sail	Bill Henson

## 2021 Fremantle to Exmouth Rally Committee

As at 30th June 2020

Rally Director	Mike Giles
Principal Rally Officer	Trevor Milton
Vice Chair	Bill Henson
FSC CEO	Karen Baldwin
FSC On Water Manager	Thor Schoenhoff
Offshore Captain	Michael Thorpe
Cruising Captain	Steve Parkinson



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## 1 2021 FREMANTLE TO EXMOUTH NOTICE OF RALLY

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Rally ("NORally"). The rally is organised and conducted by the Fremantle Sailing Club ("Organising Authority" or "OA"). The rally is a 700 nautical mile passage rally. The start of the rally will be off Fremantle, and the finish will be off Exmouth. Details of the course will be included in the Sailing Instructions. The warning signal will be at 09:25 on Saturday 8<sup>th</sup> May 2021, with the starting signal at 09:30.



## 2 RULES

### 2.1 The rally will be governed by:

- 2.1.1 The International Regulations for the Prevention of Collision at Sea
- 2.1.2 The Prescriptions and Special Regulations of Australian Sailing (AS), except that:
  - 2.1.2.1 Where a yacht or crew do not fully comply with Category 2 + clause, the Person In Charge (PIC)/ skipper/owner of the yacht may submit a "deemed to satisfy" alternative, with the onus on the PIC to demonstrate equivalent seaworthiness. The Organising Authority will consider each such case on its merits; if they decide that outside technical expertise is required for them to assess the submission, they reserve the right to charge the PIC/skipper for expenses incurred in the process. A lack of timely preparation or a lack of funds are not acceptable reasons for any variations from Category 2 +
  - 2.1.2.2 A Safety and Stability Screening Number (SSSN) of 28 or greater will be accepted as proof of stability, in accordance with the Special Regulations of World Sailing for rally boats that were designed before 1995. The OA will assist skippers in obtaining a SSSN for their boat with the costs to be paid by the skipper.
  - 2.1.2.3 Rally boats are permitted to use their propulsion engine.
- 2.1.3 Safety Categories: Rally Category 2 plus additional requirements as detailed in Attachment B.
- 2.1.4 If conflict occurs between the NORally & the SI's, the rules of the SI's shall prevail.

### 2.2 Responsibility of Person in Charge

- 2.2.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. The Person in Charge must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. The Person in Charge shall ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used.
- 2.2.2 Person in Charge shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his/her incapacitation.
- 2.2.3 Neither the establishment of these Special Regulations, their use by rally organisers, or the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.
- 2.2.4 The attention of every person is drawn to AS Special Regulation 1.02 and also to the importance of having suitable and adequate personal insurance. It is the responsibility of owners to ensure that this is drawn to the attention of their crew.

### 2.3 RRS 4 - Decision to Rally

- 2.3.1 The responsibility for a boat's decision to participate in this rally or to continue in the Rally is hers alone - RRS Fundamental Rule 4.

### 2.4 Amendments to the Notice of Rally (NORally).

- 2.4.1 The Organising Authority (OA) reserves the right to amend this NORally
- 2.4.2 Amendments will be published on the FSC Official Notice Board & the event website ([www.fsc.com.au/Exmouth2021](http://www.fsc.com.au/Exmouth2021)). In addition, notices of amendments will also be sent via email to all entrants.

## 2.5 Official Notice Boards

- 2.5.1 The Official Notice Board at Fremantle is situated in the foyer of the clubhouse of the Fremantle Sailing Club.
- 2.5.2 The Official Notice Board at Exmouth is situated in the clubhouse of the Exmouth Sailing Club.

## 2.6 Binding Nature of Documentation

- 2.6.1 Attention is drawn to RRS Fundamental Rule 3 "Acceptance of the Rules":

## 2.7 Sailing Instructions (SI's)

- 2.7.1 The Sailing Instructions (SI's) will be distributed at, but may be available prior to, the official rally briefing. Thereafter, the SI's will be available on request and will be published on the event website.

# 3 ELIGIBILITY AND ENTRY OF BOATS

## 3.1 General Requirements: Boats in the rally shall:

- 3.1.1 Have an overall length (LOA) not less than 9.0 meters
- 3.1.2 Have a waterline length (LWL) not less than 7.3 meters
- 3.1.3 Comply with Australian Sailing Special Regulations for 2021 for Category 2, except that a satellite communication device can be used in place of an HF radio;
- 3.1.4 Comply with the additional requirements in Attachment B of this NORally:
- 3.1.5 Have completed the qualifying passage specified in NORally 3.5.
- 3.1.6 Have a crew that satisfies the requirements of NORally 3.7.

## 3.2 Insurance

- 3.2.1 Each boat shall hold a valid third party liability insurance policy with a minimum cover of A\$10 million for any one incident. The insurance policy shall be valid for the entire voyage. Comprehensive insurance is recommended.

## 3.3 Safety Audits

- 3.3.1 Unless special dispensation is granted by the OA a boat shall be berthed at Fremantle Sailing Club Success Harbour not less than 7 days prior to the rally.
- 3.3.2 A boat in the Rally is required to have an Australian Sailing Category 2 National Equipment Audit Certificate signed off by an accredited Australian Sailing National Equipment Auditor.

## 3.4 Qualifying Passage

- 3.4.1 A boat in the rally shall substantially complete a qualifying passage of not less than 150 nautical miles not more than nine months before the start of the rally, OR
- 3.4.2 A boat may apply in writing to the OA to obtain dispensation from the requirement to substantially complete a qualifying rally by completing a non-stop passage of not less than 24 hours, not more than nine months before the start of the rally. A boat that is granted dispensation shall submit a detailed log of the passage on a form that can be obtained from the OA upon request.
- 3.4.3 The skipper and at least 50% of the crew that will crew the boat in the Exmouth Rally must be on board during the qualifying passage.



3.4.4 Dispensation from the requirements of NORally 3.5 may be requested in writing to the OA.

### 3.5 Eligibility of Crew

3.5.1 All crew shall be a member of a club affiliated with AS or a club affiliated with World Sailing.

3.5.2 The minimum number of crew is 4 except for the Double Handed division.

3.5.3 The minimum age of all crew on a boat is 16 except for the double handed division where the minimum age is 18.

3.5.4 At least 50% of the crew on a boat shall have completed a Category 2 race or an equivalent passage. Particulars shall be supplied on the Declaration of Crew Experience to be provided by the OA. 100% compliance is required for the Double Handed qualification.

3.5.5 At least 30% (recommended 100%) of the crew on a boat shall have completed an Australian Sailing Safety & Sea Survival Course or an approved equivalent. Copies of the crew members' current Certificates of Competence, or equivalent, shall be provided. 100% compliance is required for the Double Handed qualification.

3.5.6 At least one crew member on a boat shall hold a Senior First Aid Certificate or equivalent qualification or be a practicing medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided under this NORally.

3.5.7 At least one crew member on a boat shall hold a Restricted Operators Certificate of Proficiency in Radio Telephony or higher qualification issued by a relevant authority.

3.5.8 Copies of the crew members' Certificate or other qualification shall be provided under this NORally

3.5.9 A decision of the OA or the Rally Committee (RC) as to any matter under this NORally, including as to whether a boat and her crew meet the eligibility criteria for entry in the rally, is final and binding and shall not be grounds for a request for redress.

### 3.6 Safety Equipment Inspections

3.6.1 In accordance with the AS Special Regulations Part 1, all safety equipment shall be on board and available for inspection. On request by the Rally Committee (RC), boats shall be made available for spot inspections to audit safety regulation compliance. Spot checks may be carried out at any time prior to the warning signal and may be carried out after a boat finishes.

## 4 DOCUMENTATION & INFORMATION TO BE PROVIDED

### 4.1 Online Entry

4.1.1 Entry shall be made on-line via [www.fsc.com.au/Exmouth2021](http://www.fsc.com.au/Exmouth2021) website in the format supplied by the OA no later than 31st January 2021. Late entry fees will apply to any entries received after this date. Potential entrants are encouraged to submit an expression of interest (EOI) to the above website to assist the OA with planning the event, to secure sponsors, and berthing space in order of priority. Those that submit an EOI will receive regular email updates on the event.

4.1.2 The following items shall be included:

- a) Entry fee(s).
- b) Verification of stability, flotation and exits (NORally Attachment A).
- c) Verification of AS Special Regulations parts 3.01 – 3.03 construction standards.



## 4.2 Five weeks prior to the start of the rally (April 7th 2021)

- 4.2.1 Subject to acceptance of an entry by the Organising Authority, the following items shall also be lodged in the format supplied:
- a) Class, Measurement and Rating Certificates, as required.
  - b) Certificate of Currency of Insurance, in English, with details of the cover and the insurer.
  - c) Gas & electrical certificates to meet WA Dept. of Transport requirements, see [https://www.transport.wa.gov.au/mediaFiles/marine/MAC\\_G\\_ElectGasInsurance.pdf](https://www.transport.wa.gov.au/mediaFiles/marine/MAC_G_ElectGasInsurance.pdf)
  - d) Completed Equipment Audit form for Category 2.
  - e) Verification of qualifying passage.
  - f) Australian Sailing Safety & Sea Survival Course Certificates or acceptable equivalent.
  - g) Senior First Aid Certificates or acceptable equivalent.
  - h) Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification.
  - i) Crew list.
  - j) Declaration of Crew Experience.
  - k) Double Handed crew must supply extensive documentation as proof of experience with at least one rally or passage of at least 2 days and 2 nights duration for both persons.
  - l) A colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be a digital photo with a resolution not less than 600 DPI and a file size of at least 2mb.
  - m) A HF Radio Inspection Certificate and or proof of testing of the satellite communication device with voice, SMS and email.

## 4.3 One week prior to the start of the rally (3<sup>rd</sup> May 2021)

- 4.3.1 Disclaimer and acknowledgment of rights form, supplied by the OA, signed by each crew member.
- 4.3.2 Life raft inspection certificate.
- 4.3.3 Additional items may be accepted after the due date at the discretion of the OA, subject to a request for late acceptance being made to the OA, in writing, accompanied by the specified 'late documentation fee'.
- 4.3.4 The OA is not obliged to accept an entry.
- 4.3.5 In accordance with RRS 76.1 the Organising Authority will reject or cancel the entry of a boat that does not comply with the conditions of this NORally.
- 4.3.6 Privacy Note: Personal information about crew members is contained in crew lists. The information is obtained for use in search & rescue situations & for media purposes. The information will be given to search & rescue authorities & organisations, the Water Police, Volunteer Coastal Stations & media representatives, it may be passed on by them to other organisations. A condition of entry is that crew members are to be informed of this & advised that they may obtain access to the information held about them by contacting the OA.



## 5 CHANGES TO SUPPLIED DOCUMENTATION

- 5.1.1 Documentation supplied to or held by the OA under this NORally (other than crew lists and rating certificates) shall not be changed (except to correct errors/protests) after 1200 on 4<sup>th</sup> May 2021.
- 5.1.2 A boat's crew list may be amended to correct errors or changed to allow for late crew changes or after protest but shall not be changed later than forty-eight (48) hours prior to the starting signal.
- 5.1.3 After any change to a crew list, the boat shall still satisfy the requirements of this NORally
- 5.1.4 Changes to the crew or details of any crew member shall be notified in the format provided by the OA.

## 6 FEES

All fees include Australian Goods and Services Tax (GST) (a tax invoice will be issued on request). The following fees shall be paid via the online registration form:

### 6.1 Vessel Registration

- 6.1.1 Vessel Registration Fee is AUD \$650.00 for the event
- 6.1.2 Registration fee **includes**:
  - a) Administrative services
  - b) Rally management
  - c) Provision of a tracking device
  - d) Trophies and prizes
  - e) Skipper entry
  - f) Organisation of Presentation Dinner in Exmouth
- 6.1.3 **NOT INCLUDED** in the Vessel Registration Fee:
  - a) Additional Tours
  - b) On Shore Accommodation
  - c) Marina Fee
  - d) Cost of social events in Exmouth (other than entry to the results presentation / function)

### 6.2 Crew Registration

- 6.2.1 Skipper/Individual Crew fee of AUD \$95 each includes:
  - a) Farewell party at Fremantle Sailing Club
  - e) Ticket to the Exmouth results presentation & function

### 6.3 Late Fees

- 6.3.1 Late Fees shall be applied at the discretion of the OA
- 6.3.2 Additional fee for Late Entry from 1<sup>st</sup> February 2021: A\$300.00 or a greater amount as advised by the OA
- 6.3.3 Additional fee for Late Documentation from 7<sup>th</sup> April 2021: A\$250

### 6.4 Cancellation or withdrawal

- 6.4.1 If the event is cancelled or if a boat registers for the event and then withdraws, then each boat and crew will pay the costs including administration costs that have been incurred by the OA

acting in a reasonable and prudent manner, and the balance of any fees that have been paid will be refunded. The costs that are charged to a boat or crew person will not exceed the fees in 6.1 and 6.2 above.

6.4.2 Cancellations made after the 1st of March 2021 – 50% of entry fee retained by the OA

6.4.3 Cancellations made less than 14 days prior to the start – 100% of entry fee retained by the OA

## 7 SCORING

The scoring system for the Rally will be published in the Sailing Instructions.

## 8 COMPULSORY RALLY BRIEFING

8.1.1 A compulsory rally briefing will be held at the Fremantle Sailing Club during the evening of Thursday 6<sup>th</sup> May 2021.

8.1.2 It is mandatory that the Skipper and Navigator or both Double Handed crew shall attend the whole of the compulsory rally briefing.

8.1.3 All members of the crew are encouraged to attend.

8.1.4 Additional (non-compulsory) rally event briefings may be held. The venue and time for these briefings will be advised later.

## 9 ADVERTISING

9.1.1 Advertising on a boat shall comply with World Sailing Regulation 20. The OA may decline to accept an application for entry of a boat which, in its opinion, is carrying advertising which conflicts with governmental regulations or event sponsors. In any case of doubt, the OA should be consulted as soon as practicable.

9.1.2 An application for entry shall contain brief details of all advertising that a boat intends to carry. The OA shall be advised of all changes to that advertising.

9.1.3 The Organising Authority may supply:

a) Stickers that shall be attached to each boat as directed by the OA (AS Special Regulations Part 1, Section 3.28.2).

f) A sponsors/Exmouth rally backstay flag that shall be flown from 0800 hours on the day of the rally start until past Fairway Buoy, and again for 2 hours before the boat finishes.

9.1.4 These NORally advertising rules apply from 0700 on 6<sup>th</sup> May 2021 until completion of the final presentation in Exmouth.

## 10 TRACKING DEVICES AND CAMERAS

10.1.1 A boat will be required to carry a "tracking device" supplied by the OA.

10.1.2 A boat on which a "tracking device" fails or ceases to operate will be required to provide the OA with additional position reports by radio or an approved satellite communication device in accordance with the SI's.

10.1.3 The OA reserves the right to place a camera on board any boat for media purposes



## 11 RRS APPENDIX G - IDENTIFICATION ON SAILS

11.1.1 A boat shall comply with AS prescriptions to RRS Appendix G, Identification on Sails.

11.1.2 An Australian boat chartered or borrowed by an international entrant may carry on the mainsail the national letters of the country represented but may have local sail numbers on other sails (amends RRS Appendix G).

## 12 MEDIA RIGHTS AND RESTRICTIONS

### 12.1 Conditions of entry include:

A requirement that the owner or charterer of the boat and all crew members:

- a) Acknowledge that the OA owns all media rights to the "2021 Fremantle to Exmouth" may exercise those rights as it sees fit;
- g) 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 rally.
- h) Crew members of boats may, prior to, during and after the rally, speak or provide material to any media representatives accredited by the OA, regarding the rally and the prospects, performance or strategy of boats entered or participating in the rally, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the OA and its officers and employees, the Rally Committee, the Protest Committee, measurers or current or former sponsors of the OA. This approval may be revoked by the OA in respect of a boat or media representative at any time.
- i) Entrants must acknowledge and accept the media restrictions referred to in this NORally on the entry form. Crew members must grant the rights referred to in this NORally by signing a disclaimer & acknowledgment of rights form, as supplied by the OA.
- j) Any breach of these conditions may, at the discretion of the OA or the RC, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a boat (RRS 76.1) with the entry fee retained by the OA. This does not limit the right of the OA to take any other action it sees fit to enforce compliance with these conditions.

## 13 DISCLAIMER / ASSUMPTION OF RISK

All those taking part in the rally do so at their own risk and responsibility. Crew members must acknowledge this & release the OA, all sponsors and their respective officers, employees, volunteers and members, from all liability by signing a disclaimer and acknowledgment of rights form, as supplied by the OA. Specific attention is drawn to RRS Fundamental Rule 4, which states:  
DECISION TO RALLY

The responsibility for a boat's decision to participate in a rally or to continue racing is hers alone.

## 14 TROPHY PRESENTATIONS

The overall winner, divisional winners, rally winner and line honours winner will be announced and presented with trophies and prizes at a presentation ceremony to be held in Exmouth on the evening of Saturday 15<sup>th</sup> May.

## 15 Exmouth Berthing & Accommodation

Berthing for around 30 boats is expected to be available in Exmouth marina. See [https://www.transport.wa.gov.au/mediaFiles/marine/MAC\\_PL\\_CycCont\\_2019\\_20\\_Exmouth.pdf](https://www.transport.wa.gov.au/mediaFiles/marine/MAC_PL_CycCont_2019_20_Exmouth.pdf) for a detailed plan of the harbour.

While the OA will coordinate the berthing arrangements in Exmouth, it is the responsibility of each boat to book and pay for the berths with the Department of Transport, and to satisfy their safety and insurance requirements. It is possible that additional berths or moorings can be made available within the harbour, and this will be investigated by the OA. Priority will be given to entries that have been received and paid in full before 31<sup>st</sup> January 2021.

A travel lift is available in the harbour.

Short term rental accommodation is available in Exmouth; however this is usually fully booked from April to September. Entrants are encouraged to book early at <https://www.ningaloocentre.com.au/accommodation/search>.

## 16 Contact Details

Fremantle Sailing Club (Inc),  
PO Box 860, Fremantle,  
Western Australia 6959

Tel: +61 8 9435 8800  
Email: [sailingmanager@fsc.com.au](mailto:sailingmanager@fsc.com.au)  
Web: [www.fsc.com.au](http://www.fsc.com.au)



## ATTACHMENT A – STABILITY, FLOTATION AND EXIT REQUIREMENTS

### A-1 General

The requirements specified in this attachment apply to all boats intending to enter regardless of the division or handicap category in which they intend to enter.

A determination by the OA or the RC as to the suitability of supplied documentation in demonstrating a boat's compliance with the stability requirements, as to whether there is a satisfactory margin as required by this attachment or as to a boat's compliance with the stability requirements is final and binding.

### A-2 Falsifying Documentation

COMPETITORS FOUND TO BE FALSIFYING DOCUMENTATION, DELIBERATELY INVALIDATING CERTIFICATES OR OTHERWISE MISLEADING THE OA / RALLY COMMITTEE WITH REGARD TO STABILITY OF THEIR BOAT ARE SUBJECT TO ACTION UNDER RRS 69 "MISCONDUCT". IF FOUND GUILTY THE PENALTY COULD INCLUDE DISQUALIFICATION FROM THE 2021 FREMANTLE TO EXMOUTH RALLY WITH ENTRY FEE RETAINED BY THE OA. THE INCIDENT WILL ALSO BE REPORTED TO AUSTRALIAN SAILING.

### A-3 Compliance with Australian Sailing Special Regulations

All boats shall comply with Australian Sailing Special Regulations.

<https://s3-ap-southeast-2.amazonaws.com/piano.revolutionise.com.au/site/dmmqegh5tpkojlb4.pdf>

These regulations include for monohulls Part 1 Appendix B resistance to capsize and for multihulls Part 1 3.05 stability and flotation and Part 2 3.06 exits.

### A-4 Boats holding current, valid ORCi Certificates

A boat with a current valid ORCi Certificate shall supply a copy of the certificate, including the measurement inventory.

### A-5 Boat previously holding a valid ORCi Certificate

A boat with an expired IMS Rating Certificate or ORCi Certificate may supply a copy including the measurement inventory to demonstrate the required stability if:

- i) The boat still has the same owner as shown on the certificate
- ii) The boat has not been modified
- iii) The certificate has been expired for less than six (6) years.
- iv) Current freeboard measurements have been confirmed as being consistent with the certificate
- v) The boat will be required to undergo an inclination test.

### A-6 All boats

Other than in the case of a boat that submits a current, valid ORCi Certificate, the OA may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.





## ATTACHMENT B - ADDITIONAL REQUIREMENTS

### B-1 General

The following are additional requirements to the AS Special Regulations Part 1 for Category 2 Rallies: International applicant for entry will be provided with a copy of AS prescriptions and regulations on request. These regulations vary in some respects from the World Sailing special regulations.

### B-2 Communication

- i) Fremantle Sailing Club has received Australian Sailing approval for a satellite communication device to be used in place of an HF radio.
- ii) A satellite communication device shall:
  - (1) Be capable of speed dialling Rally Control and AMSA, sending and receiving text messages and short emails,
  - (2) Be capable of receiving appropriate weather warnings
  - (3) Be permanently connected to the boat's power supply or be rechargeable
  - (4) If portable, be secured to the boat at all times
- iii) Communication between all Rally boats and Rally Control will be by HF Radio or Satellite communication device. It is recommended that all Rally boats carry a Satellite communication device.
- iv) VHF Radio
  - (1) Boats shall be equipped with a VHF radio complying with AS Part 1, Section 3.25 and shall be DSC capable, programmed with a MMSI and connected to a GPS receiver
  - (2) Boats shall be capable of transmitting/receiving, at a minimum, on the following channels:-International Channels 6, 16, 67, 72, 73, 77, 81 & 82.
  - (3) All Boats shall conduct a VHF radio check on the morning of the rally. Details will be given in the SI's.
- v) HF/SSB Radio
  - (1) Rally Boats may be equipped with HF/SSB radios which shall have as a minimum, 4146 kHz, 6227 kHz, 8294 kHz, 12353 kHz, 4125 kHz, 6215 kHz 12290 kHz, and 8291 kHz and such other frequencies as the OA may determine.
  - (2) Boats that intend to use HF as their primary means of communication shall provide a HF Radio Inspection Certificate 4 weeks prior to start. The Radio Inspection Certificate will be completed by an experienced volunteer and this can be arranged with the Sailing Office.
  - (3) HF/SSB Pre-rally radio check Boats with HF/SSB radios shall carry out a radio check on 4125, 4146 and 6227 with ACRM Base in Capel, PLUS, frequencies 6215 and 8291 shall be checked with Wiluna radio base before 29th March 2021.
- vi) Boats not recorded as having adequate radio signal strength and without a satellite communication device will not be eligible to start.

### B-3 Satellite communication device pre-rally check

Satellite communication devices will need to demonstrate that they can both transmit and receive SMS, emails and voice calls. Details of the checking procedure will be published on the event website prior to 31st March 2021.



## B-4 Operation

- i) Boats shall maintain a 24 hour listening watch for the duration of their rally on VHF Ch 16 & 72 & HF 4146, if fitted.
- ii) For radio communications, a boat's name may be limited to not more than two words. The RC may alter names where appropriate.
- iii) For radio communications, Rally Control will be known as Fremantle Rally Control at FSC or Exmouth Rally Control in Exmouth.
- iv) The SI's will require that Rally boats report when they reach 29 degrees South (Geraldton) and make a declaration confirming their time of passing as well as the following:
  - v) HF Radio or Satellite communication device and VHF is operational.
  - vi) Life raft(s) are on board.
  - vii) Engine is operational and the batteries charged.
  - viii) Boat and crew are in a satisfactory condition to continue.
  - ix) The skipper has received and comprehensively considered a current long-range weather forecast.
  - x) The boat has on board sufficient water and fuel to satisfy Parts 3 and 4 below.
  - xi) Boats which are not recorded as having met the reporting requirements above shall be disqualified without a hearing (amends RRS 63.1).
  - xii) Boats that make a false report will be subject to action by the Rally Committee in accordance with RRS 60.2(c).
  - xiii) Boats which proceed north of 29 degrees South without fully compliant communications equipment may be subject to action under RRS 69.
  - xiv)

## B-5 Fuel Systems

- i) The propulsion engine shall have a minimum amount of fuel which shall be sufficient to meet the charging requirements for the duration of the rally and to motor at the minimum speed specified in AS Special Regulations 3.24.5 (a) for at least 36 hours.
- ii) A flexible diesel fuel tank may be permitted if contained in a suitably constructed compartment; subject to permission being granted by the OA.

## B-6 Water

All boats shall carry a minimum of 3 litres of fresh drinking water per crew member per day for the expected duration.

## B-7 AIS

- i) AIS transmit and receive and personal AIS units for each crew member are **highly recommended** for this event. Each skipper should note that World Sailing already require these items for 2021 category 2 rallies, and it is likely that these items will be introduced by Australian Sailing from January 2021. The sailor's saying is 'PLB's are for the benefit of the coroner, personal AIS can save your life'
- ii) If AIS transmit is fitted to a boat, competitors shall ensure that the name of the boat is transmitted in addition to the MMSI number.
- iii) If AIS transmit is fitted to a boat, competitors shall ensure that their AIS Transponder is switched on and capable of transmitting and receiving at all times during the rally.

## B-8 Charts

The following is the minimum required paper charts that shall be carried:

- i) AUS 754 Lancelin to Cape Peron
- ii) AUS 333 Geraldton to Wedge Island
- iii) AUS 332 Pepper Point to Geraldton
- iv) AUS 331 Point Quobba to Pepper Point
- v) AUS 746 Point Maude to Point Quobba
- vi) AUS 320 North West Cape to Point Cloates

## B-9 B-7 Additional medical items.

None of optional items for Category 2 are required for this event, however:

For the larger rally boats the items below are recommended

- i) For Very Severe Pain: Morphine 10 mg/1 ml 10
- ii) For Opioid Overdose: Naloxone Hydrochloride ampoules 400 mcg/ml 5

For all boats, the stapling kit/wound glue is recommended.