

NOMINEE



WESTERN AUSTRALIAN AWARDS
2021



**FREMANTLE TO EXMOUTH
RACE 2023**

AMENDMENT 1 November 2022

NOTICE OF RACE





Fremantle Exmouth Yacht Race 2023 Notice of Race



Message from Race Director – Mike Giles

Following the outstanding success of the 2021 event, which was also recognised by Yachting Western Australia and Australian Sailing for the most outstanding Sports Promotion Award in 2021, we are now embarking on the next event planned for Saturday 6th May 2023.

This event was first held in 1991 and then lay dormant until it was revived in 2021 to offer long distance sailing enthusiasts a new challenge!

Run over a slightly longer distance than Sydney to Hobart Race, the 700-nautical mile Fremantle to Exmouth Race & Rally will take competing sailors from the first chilly winds of our southern winter to the balmy warmth of Australia's Coral Coast.

The Fremantle to Exmouth Race 2023 will be the final race of the coveted "Siska Trophy" series. The "Siska Trophy" was originally the "Golden Fleece Trophy", commissioned by the Golden Fleece Oil Company for the 1978 "Great Circle Yacht Race" around Tasmania, a distance of 810 nautical miles. It was won by "SISKA", owned and sailed by Rolly Tasker and in 1988 Rolly Tasker rededicated it as the "Siska Trophy". He presented the magnificent trophy, to be awarded annually, to the most outstanding yacht in the Western Australian Offshore Yacht Racing Series.

For the Fremantle to Exmouth race we are fortunate at Fremantle Sailing Club in having a dedicated group of staff and volunteers who have come together to again produce this great event, while noting that none of this would be possible without the support our many sponsors and the Exmouth community.

Exmouth itself offers a wide range of attractions for sailors, their families and accompanying parties during their stay.

Fremantle Sailing Club is now accepting registrations for this very popular event.

For further details see the event website at <https://fsc.com.au/exmouth2023/>

Key Dates

| | |
|-----------------------------|--|
| Nomination registration | Opens March 2022 |
| Event launch | 14 September 2022 |
| Qualifying passage examples | - Fremantle to Geraldton Race (Oct 2022) -Westcoaster Race (Nov 2022) - Bunbury and Return Race (early 2023) - Naturaliste Race (early 2023) |
| Entry closing date | 31st January 2023 |
| Race documentation close | 22nd April 2023 |
| Compulsory briefing | 4th May 2023 |
| Race and Rally start | 6th May 2023 |
| Presentation Dinner | 13th May 2023 (Exmouth) |



Fremantle Exmouth Yacht Race 2023 Notice of Race



1 2023 FREMANTLE TO EXMOUTH NOTICE OF RACE

The 2023 Fremantle to Exmouth yacht race will be conducted in the waters from Fremantle Port to Exmouth Gulf.

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race ("NOR").

The race is organised and conducted by the Fremantle Sailing Club ("FSC", also the "Organising Authority" or "OA").

The race is a 700 nautical mile passage race, further details of the course to be included in the Fremantle to Exmouth Race Sailing Instructions ("SI's").

The warning signal for the Race division will be: 11:55 on Saturday 6th May 2023, with the starting signal at 12:00.

(The warning signal for the Rally division will be: 12.05 on Saturday 6th May 2023, with the starting signal at 12:10).





Fremantle Exmouth Yacht Race 2023 Notice of Race



2 RULES AND REGULATIONS

2.1 General

The race will be governed by:

- 2.1.1 The rules as defined in Australian Sailing Racing Rules of Sailing (“RRS”) 2021-2024, as amended.
- 2.1.2 The International Ratings Certificate Rules Parts A, B, C and D (“IRC”), as amended.
- 2.1.3 The Prescriptions and Special Regulations of Australian Sailing (AS) Part 1 (“AS Special Regulations”), as amended.
- 2.1.4 RRS Appendix T – Arbitration shall apply. RRS T1(b) changed to read: T1(b) A Post-Race Scoring Penalty as detailed in the Sailing Instructions.
- 2.1.5 Safety Categories: AS Special Regulations Race Category 2 plus additional requirements as detailed in Attachment B.
- 2.1.6 The Notice of Race and the Sailing Instructions. RRS 63.7 is changed so that when conflict occurs between the NoR & the SI’s, the rules of the SI’s shall prevail. In the event that any supplementary sailing instructions (“SSI’s”) are issued, then the SSI’s shall take precedence.
- 2.1.7 International Regulations for Prevention of Collision at Sea in relation to the period between sunset and sunrise (see Item 2.3.1)
- 2.1.8 Government Covid-19 protocols (or similar) that may be in force at the time.

2.2 Changes to the IRC Class Rules

- 2.2.1 **IRC Rule 21.1.5(e):** A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
- 2.2.2 **IRC Rule 21.6.1:** a boat in the IRC Handicap Category may carry one more spinnaker than shown on the boat’s IRC Certificate without an increase of rating
- 2.2.3 **IRC Rule 22.4.2 will be interpreted as: [The Crew Number printed on each boat’s IRC certificate may be exceeded provided in doing so the total crew weight does not exceed 85kg multiplied by the Crew Number printed on the certificate.](#) ~~shall not apply. There will be no limitations on crew number or weight except as required for boats rated as one design which shall comply with IRC Rule 22.4.1.~~**

2.3 Changes to the Racing Rules of Sailing (RRS)

- 2.3.1 **RRS Part 2 Preamble:** Between the hours of sunset and sunrise the RRS Part 2 “When boats meet” rules are replaced with the right-of-way rules of the International Regulations for the Prevention of Collisions at Sea (IRPCAS). When a boat cannot determine with certainty what tack another boat is on, she shall keep clear of that boat.



Fremantle Exmouth Yacht Race 2023 Notice of Race



- 2.3.2 **RRS 41(c) Outside Help** is replaced by: A boat shall not receive help from any outside source, except: (c) help in the form of information which is freely available to members of the public, which shall include (but not limited to) navigational, weather, tide or current information from any source which is available to all competitors whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation. (By way of example and interpretation: downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in the form available to all, is permitted. However, receiving messages, data or information which is the result of interpretation as it applies to the boat is not permitted).
- 2.3.3 **RRS 51 - Movable Ballast is changed:** A boat with movable ballast or variable ballast (within the meaning of those terms in the AS Special Regulations) may move that ballast for the purpose of changing trim or stability.
- 2.3.4 RRS 52 – Manual Power is changed:**
- 2.3.4.1 RRS 52 does not apply to the adjustment and operation of sails or to the adjustment of movable appendages on any boat.
- 2.3.4.2 All boats in any division may use an auto pilot.
- 2.3.4.3 Boats sailing double handed [and three handed](#) shall be fitted with a working auto pilot.
- 2.3.5 **RRS 61.3 –Time Limit:** Yachts intending to protest shall inform Race Control of their intention via radio [or satellite communications](#) before finishing and complete and lodge the protest form within three hours of finishing.
- 2.3.6 **RRS 78.2 – Compliance with Class Rules; Certificates:** Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.

2.4 Responsibility of Person in Charge

Attention of every person is drawn to Australian Sailing Special Regulation 1.02, reproduced below:

- 2.4.1 The safety of a boat 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. Attention is drawn to Special Regulation 2.04 that specifies the crew experience required for some races. The 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.
- 2.4.2 The establishment of these Special Regulations, their use by race organisers, and the inspection of a boat under these regulations does not in any way limit or reduce the complete and unlimited responsibility of the Person in Charge



Fremantle Exmouth Yacht Race 2023 Notice of Race



2.5 RRS 3 Decision to Race

- 2.5.1 The responsibility for a boat's decision to participate in this race or to continue in the race is hers alone - RRS Fundamental Rule 3.

2.6 Amendments to the Notice of Race.

- 2.6.1 The Organising Authority reserves the right to amend this Notice of Race
- 2.6.2 Amendments will be published on the FSC Official Notice Board & the event website (www.fsc.com.au/exmouth2023). In addition, notices of amendments will also be sent via email to all entrants.

2.7 Official Notice Boards

- 2.7.1 The Official Notice Board at Fremantle is situated in the foyer of the clubhouse of the Fremantle Sailing Club.
- 2.7.2 The Official Notice Board at Exmouth is situated in the clubhouse of the Exmouth Sailing Club, or as otherwise advised or designated.
- 2.7.3 Notices posted on the Official Notice Board may also be published on the event website.

2.8 Binding Nature of Documentation

- 2.8.1 Attention is drawn to RRS Fundamental Rule 4 "Acceptance of the Rules":

2.9 Sailing Instructions

- 2.9.1 Sailing Instructions will be distributed at, and may be available prior to, the official race briefing. The Sailing Instructions will also be published on the event website.





Fremantle Exmouth Yacht Race 2023 Notice of Race



3 ELIGIBILITY AND ENTRY OF BOATS

3.1 General Requirements

The event is open to boats that comply with, as a minimum, all of the following requirements:

- 3.1.1 Have an overall length (LOA) not less than 9.0 metres
- 3.1.2 Have a waterline length (LWL) not less than 7.3 metres
- 3.1.3 Comply with Australian Sailing Special Regulations for 2021-24 for Category 2 and have a satellite communication device that shall be used as the means of communication (per AS Special Regulations 3.25.1). HF will not be monitored by the Organising Authority.
- 3.1.4 Comply with the additional requirements in Attachment B of this Notice of Race:
- 3.1.5 Have completed the qualifying passage specified in Notice of Race 3.5.
- 3.1.6 Have a crew that satisfies the requirements of Notice of Race 3.6.





Fremantle Exmouth Yacht Race 2023 Notice of Race



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, including potential voyages to safe havens. Comprehensive insurance is recommended.
- 3.2.2 The attention of every person is drawn 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.

3.3 IRC Boats

A boat may only be entered in the IRC Handicap Category if the boat:

- 3.3.1 Has a current, valid IRC Certificate, being an Endorsed Certificate in accordance with IRC 8.5;
- 3.3.2 Complies with all the current IRC Rules & Regulations, save to the extent they are specifically amended or excluded in this NoR or the SI's/SSI's (RRS 78.1).

3.4 Safety Audits

- 3.4.1 Unless special dispensation is granted by the Organising Authority, a boat shall be berthed at Fremantle Sailing Club Success Harbour not less than 7 days prior to the race.
- 3.4.2 A boat in the race is required to have an Australian Sailing Category 2 National Equipment Audit Certificate signed off by an accredited Australian Sailing National Equipment Auditor as a precedent of eligibility for race entry acceptance.

3.5 Qualifying Passage

- 3.5.1 As a precedent of eligibility for this race entry acceptance, a boat shall substantially complete a qualifying race recognised by the Organising Authority of not less than 150 nautical miles not more than nine months before the start of this race.
- 3.5.2 A boat may apply in writing to the Organising Authority to obtain dispensation from NoR 3.5.1 by completing a non-stop passage of not less than 24 hours, not more than nine months before the start of this race. A boat that is granted dispensation shall submit a detailed log of the passage on a form that can be obtained from the Organising Authority upon request.
- 3.5.3 The skipper and at least 50% of the crew ([100% for double handed and three handed](#)) that will crew the boat in this race must be on board during the qualifying passage
- 3.5.4 Dispensation from the requirements of NoR 3.5 may be requested in writing to the Organising Authority



Fremantle Exmouth Yacht Race 2023 Notice of Race



3.6 Eligibility of Crew

- 3.6.1 All onboard crew shall be members of a club affiliated with AS or a club affiliated with World Sailing.
- 3.6.2 The minimum number of onboard crew is 4, except for the Double Handed [and Three Handed divisions](#).
- 3.6.3 The minimum age of all onboard crew on a boat is 16 years of age, except for the Double Handed division where the minimum age is 18 years of age.
- 3.6.4 At least 50% (100% for double handed [and two of three handed](#)) of the onboard crew on a boat shall have completed a Category 2 race or an equivalent passage. [For three handed the third crew member shall have completed at least two Cat 3 races or equivalent.](#) Particulars shall be supplied on the Declaration of Crew Experience form to be provided by the Organising Authority.
- 3.6.5 At least 30% (100% for double handed [and three handed](#)) of the onboard crew 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 to the Organising Authority. It is recommended that 100% of the onboard crew undertake this training and obtain the qualification.
- 3.6.6 At least one onboard 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 Notice of Race.
- 3.6.7 In accordance with AS Special Regulation 3.25.8, at least two onboard crew shall hold an appropriate certificate of proficiency or statement of attainment for the radio equipment referenced in this Notice of Race, and copies shall be provided to the Organising Authority
- 3.6.8 [Double handed crew, and at least two of the three handed crew, in addition to having extensive sailing experience, must have completed at least one race or passage of at least 2 days and 2 nights duration for both persons.](#)
- 3.6.9 Copies of the onboard crew members' valid Certificates or other qualifications shall be provided to the Organising Authority in order to be eligible to enter the race

3.7 Safety Equipment Inspections

- 3.7.1 In accordance with the AS Special Regulations, all safety equipment shall be on board and available for inspection. On request by the Race Committee, 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.

3.8 Determination of Eligibility

- 3.8.1 A decision of the Organising Authority or the Race Committee as to any matter under this Notice of Race, including as to whether a boat and her crew meet the eligibility criteria for entry to the race, is final and binding and shall not be grounds for a protest and/or request for redress.
- 3.8.2 The Organising Authority is not obliged to accept an entry. The Organising Authority may reject or cancel an entry at any time at its absolute discretion.



Fremantle Exmouth Yacht Race 2023 Notice of Race



4 DOCUMENTATION & INFORMATION TO BE PROVIDED

4.1 Online Entry

- 4.1.1 Potential entrants are encouraged to register early interest via the Nomination process on the event website (www.fsc.com.au/exmouth2023) to assist the Organising Authority with planning the event, securing sponsors, and securing berthing space in order of priority. The Nomination fee is AUD \$200.00 and will be rebated against the entry fees. Those that register their Nomination will receive regular email updates on the event.
- 4.1.2 Formal entry shall be made on-line via the same website in the format supplied by the Organising Authority no later than 31st January 2023. Late entry fees will apply to any entries received after this date.
- 4.1.3 The following items shall be included in the entry:
 - 4.1.3.1 Entry fees.
 - 4.1.3.2 Verification of stability, flotation and exits (Notice of Race Attachment A).
 - 4.1.3.3 Verification of AS Special Regulations 3.01 – 3.03 construction standards.

4.2 Initial Documentation – By six weeks prior to the start of the race (25th March 2023)

- 4.2.1 The following items shall also be lodged in a format as specified in the event website:
 - 4.2.1.1 Class, Measurement and Rating Certificates, as required.
 - 4.2.1.2 Certificate of Currency of Insurance, in English, with details of the cover and the insurer.
 - 4.2.1.3 Completed DoT vessel accommodation application form.
 - 4.2.1.4 Gas & electrical certificates to meet WA Dept. of Transport requirements, see https://www.transport.wa.gov.au/mediaFiles/marine/MAC_G_ElectGasInsurance.pdf
 - 4.2.1.5 Completed Equipment Audit form for Category 2.
 - 4.2.1.6 Verification of qualifying passage.
 - 4.2.1.7 Australian Sailing Safety & Sea Survival Course Certificates or acceptable equivalent.
 - 4.2.1.8 Senior First Aid Certificates or acceptable equivalent.
 - 4.2.1.9 Crew list.
 - 4.2.1.10 Declaration of Crew Experience.
 - 4.2.1.11 Radio Declaration form.
 - 4.2.1.12 Double Handed crew, and at least two of the three handed crew, ~~in addition to having extensive sailing experience~~, must supply extensive documentation as proof of extensive sailing experience. ~~with at least one race or passage of at least 2 days and 2 nights duration for both persons~~
 - 4.2.1.13 Keel and Rudder Inspection Form (per AS Special Regulations 3.02.4-6)
 - 4.2.1.14 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.



Fremantle Exmouth Yacht Race 2023 Notice of Race



4.3 Final Documentation - By two weeks prior to the start of the race (22nd April 2023)

- 4.3.1 The following items shall also be lodged (preferably pdf format) as specified in the event website:
 - 4.3.1.1 Disclaimer and acknowledgment of rights form, supplied by the Organising Authority, signed by each crew member.
 - 4.3.1.2 Proof of testing of the satellite communication device with voice and SMS.
 - 4.3.1.3 Life raft inspection certificate.
 - 4.3.1.4 Crew personal MOB AIS declaration.
 - 4.3.1.5 Additional items may be accepted after the due date at the discretion of the Organising Authority, subject to a request for late acceptance being made to the Organising Authority, in writing, accompanied by the specified 'late documentation fee'.
 - 4.3.1.6 Privacy Note: Information about crew members is contained in crew lists and in the Top Yacht crew register. The information is obtained for use in search & rescue situations. The information will be given to search & rescue authorities/organisations, the Water Police and Volunteer Coastal Stations, it may be passed on by them to other organisations. A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the Organising Authority.

5 CHANGES TO SUPPLIED DOCUMENTATION

- 5.1.1 Documentation supplied with the entry under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors/protests) after 1200 on 2nd May 2023.
- 5.1.2 A boat's rating certificate shall not be changed after 1700 on 2nd May 2023 except as a result of a rating protest or to correct a rating office error.
- 5.1.3 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 except that removal of crew shall be permitted at any time up to the radio check prior to the start.
- 5.1.4 After any change to a crew list, the boat shall still satisfy the requirements of this Notice of Race
- 5.1.5 Changes to the crew or details of any crew member shall be notified in the format required by the Organising Authority as specified on the event website.



Fremantle Exmouth Yacht Race 2023 Notice of Race



6 FEES

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

6.1 Vessel Registration

- 6.1.1 Vessel Registration Fee is AUD \$750.00 for the event
- 6.1.2 The Vessel Registration fee includes:
 - 6.1.2.1 Administrative services
 - 6.1.2.2 Race management
 - 6.1.2.3 Provision of a tracking device
 - 6.1.2.4 Trophies and prizes
 - 6.1.2.5 Skipper entry
 - 6.1.2.6 One ticket to the presentation dinner in Exmouth
- 6.1.3 The Vessel Registration Fee **does not include**:
 - 6.1.3.1 Additional Tours
 - 6.1.3.2 On Shore Accommodation
 - 6.1.3.3 Marina Fee
 - 6.1.3.4 Cost of social events in Exmouth (other than entry to the results presentation / function)

6.2 Crew Registration

- 6.2.1 Individual Crew fee of AUD \$125.00 each includes:
 - 6.2.1.1 One ticket to the farewell party at Fremantle Sailing Club
 - 6.2.1.2 One ticket to the Exmouth results presentation dinner.

6.3 Late Fees

- 6.3.1 Late Fees shall be applied at the discretion of the Organising Authority
- 6.3.2 Additional fee for Late Entry from 30th January 2023: A\$350.00 or a greater amount as advised by the Organising Authority.
- 6.3.3 Additional fee for Late Documentation from 5th April 2023: A\$300.00





Fremantle Exmouth Yacht Race 2023 Notice of Race



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 reasonable costs incurred by the Organising Authority, 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 March 2023 – 50% of entry fee will be retained by the Organising Authority
- 6.4.3 Cancellations made less than 14 days prior to the start – 100% of entry fee will be retained by the Organising Authority





Fremantle Exmouth Yacht Race 2023 Notice of Race



7 HANDICAP CATEGORIES

7.1 Handicap Categories

The Fremantle to Exmouth Race will be conducted with the following handicap categories:

- 7.1.1 IRC
- 7.1.2 ORCi
- 7.1.3 Double handed
- 7.1.4 [Three handed](#)
- 7.1.5 Corinthian: Crew to meet World Sailing Sailor Classification for Group 1.
- 7.1.6 Multihull
- 7.1.7 Performance Handicap System (PHS)
- 7.1.8 Other handicap categories as may be determined by the Organising Authority having regard to interest expressed by entrants. Boats that wish to nominate an additional handicap category should do so in writing.
- 7.1.9 Where less than 6 entries are received for a handicap category, the Organising Authority reserves the right to re-allocate those boats to another handicap category.
- 7.1.10 The Organising Authority determination as to whether an additional handicap category will be accepted is final and binding.

7.2 Entries

- 7.2.1 A boat may enter any handicap category for which it is eligible.
- 7.2.2 A boat may not enter or participate in line honours only. A boat eligible for and competes in the race in a handicap category will be scored in line honours.





Fremantle Exmouth Yacht Race 2023 Notice of Race



8 SCORING

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

8.1 IRC, ORCi (Overall & all Divisions)

- 8.1.1 IRC results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first, and so on for all finishers.
- 8.1.2 ORCi results will be decided by the application of the Time-on-Time (ToT) Simplified Scoring Option, using the ToT Offshore rating as printed on each boat's ORCi Certificate, as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first, and so on for all finishers.

8.2 PHS (Overall & all Divisions)

- 8.2.1 Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time.
- 8.2.2 A boat's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute.
- 8.2.3 The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first, and so on for all finishers.

8.3 Other Handicap Categories

The Organising Authority will announce the scoring system for any other Handicap Category determined under this NoR when announcing that additional Handicap Category.





Fremantle Exmouth Yacht Race 2023 Notice of Race



9 COMPULSORY RACE BRIEFING

- 9.1.1 A compulsory race briefing will be held at the Fremantle Sailing Club during the evening of Thursday 4th May 2023.
- 9.1.2 It is mandatory that the Skipper and Navigator or both Double Handed crew shall attend the whole of the compulsory race briefing.
- 9.1.3 All members of the crew are encouraged to attend.
- 9.1.4 Additional (non-compulsory) race event briefings may be held. The venue and time for these briefings will be advised later.

10 ADVERTISING

- 10.1.1 Advertising on a boat shall comply with World Sailing Regulation 20.
- 10.1.2 The Organising Authority 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 Organising Authority should be consulted as to the suitability of any proposed advertising as soon as possible. and at least one week from the start or at the absolute discretion of the Organising Authority, the advertising may not be approved.
- 10.1.3 An application for entry shall contain brief details of all advertising that a boat intends to carry. The Organising Authority shall be advised of all changes to that advertising.
- 10.1.4 The Organising Authority may supply:
 - 10.1.4.1 Stickers that shall be attached to each boat as directed by the Organising Authority (AS Special Regulations 3.28.2).
 - 10.1.4.2 A sponsors/Exmouth race backstay flag that shall be flown from 0800 hours on the day of the race start (or when the boat starts if starting earlier) until past Fairway Buoy, and again for 2 hours before the boat finishes, approximately 1.5m above the deck.
- 10.1.5 These Notice of Race advertising rules apply from 0700 on 4th May 2023 until completion of the final presentation in Exmouth.





11 TRACKING DEVICES AND CAMERAS

- 11.1.1 A boat ~~will be required to~~ shall carry a “tracking device” supplied by the Organising Authority.
- 11.1.2 A boat on which a “tracking device” fails or ceases to operate ~~will be required to~~ shall provide the Organising Authority with additional position reports by an approved satellite communication device in accordance with the SI’s.
- 11.1.3 The Organising Authority may place a camera on board any boat for media purposes, subject to the owner’s agreement.

12 IDENTIFICATION ON SAILS

- 12.1.1 A boat shall comply with AS prescriptions to RRS Appendix G, Identification on Sails.
- 12.1.2 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).

13 PENALTY SYSTEM

13.1 Penalties at the time of the incident (RRS 44) are amended as follows:

- 13.1.1 **RRS 44.1 Taking a penalty:** will only apply until 30 minutes after a boat’s starting signal. This changes RRS 44.1.
- 13.1.2 **RRS 44.1 Taking a penalty:** A scoring Penalty will apply for breaking a rule of Part 2 from 30 minutes after a boat’s starting signal. The scoring penalty will be detailed in the Sailing Instructions. This changes RRS 44.1.

13.2 Scoring Penalties

- 13.2.1 Scoring Penalties will be detailed in the Sailing Instructions.





Fremantle Exmouth Yacht Race 2023 Notice of Race



14 MEDIA RIGHTS AND RESTRICTIONS

14.1 Conditions of entry include a requirement that the owner or charterer of the boat and all crew members:

- 14.1.1 Acknowledge that the Organising Authority owns all media rights to the “2023 Fremantle to Exmouth Race and Rally” may exercise those rights as it sees fit.
- 14.1.2 Grant the Organising Authority 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 relevant 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.
- 14.1.3 May prior to, during, and after the race, speak or provide material to any media representatives accredited by the Organising Authority, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the Protest Committee, measurers or current or former sponsors of the Organising Authority. This approval may be revoked by the Organising Authority in respect of a boat or media representative at any time.
- 14.1.4 Acknowledge and accept the media restrictions referred to in this Notice of Race on the entry form. Crew members must grant the rights referred to in this Notice of Race by signing a disclaimer & acknowledgment of rights form, as supplied by the Organising Authority.
- 14.1.5 Acknowledge that any breach of these conditions may, at the discretion of the Organising Authority or the Race committee, 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 Organising Authority. This does not limit the right of the Organising Authority to take any other action it sees fit to enforce compliance with these conditions.

15 DISCLAIMER / ASSUMPTION OF RISK

All those taking part in the race do so at their own risk and responsibility. Crew members must acknowledge this & release the Organising Authority, all sponsors and their respective officers, employees, volunteers, and members, from all liability to the greatest extent permissible under law by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Authority prior to race commencement. Specific attention is drawn to RRS Fundamental Rule 3, which states:

15.1 DECISION TO RACE

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

16 TROPHY PRESENTATIONS

The race overall winner, divisional winners, 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 13th May 2023.



Fremantle Exmouth Yacht Race 2023 Notice of Race



17 Exmouth Berthing & Accommodation

Berthing for up to 40 boats is expected to be available in Exmouth marina.

Refer to the WA Department of Transport website for details on Exmouth harbour, including the following documents.

https://www.transport.wa.gov.au/mediaFiles/marine/MAC_G_Exmouth_Boat_Harbour.pdf

https://www.transport.wa.gov.au/mediaFiles/marine/MAC-P-ExmouthBH_VAP.pdf

While the Organising Authority 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 some boats may be requested to use a berth elsewhere within the harbour, and this will be advised by the Organising Authority. Priority will be given to entries that have been received and paid in full before 31st January 2023.

All boats are requested to have adequate fenders and mooring lines on board when they arrive in Exmouth. Final berth allocations will be given to each boat on arrival in Exmouth harbour, and the Organising Authority onshore team will assist each boat with locating pens or other berthing and taking mooring lines.

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>.





Fremantle Exmouth Yacht Race 2023 Notice of Race



18 Contact Details (for administration purposes only)

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

| | |
|------------|---|
| Tel: | +61 8 9435 8800 |
| FSC Web: | www.fsc.com.au |
| Email: | sailingmanager@fsc.com.au |
| Event web: | https://fsc.com.au/exmouth2023/ |





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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 Organising Authority or the Race Committee 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 ORGANISING AUTHORITY/RACE 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 FREMANTLE TO EXMOUTH RACE WITH THE ENTRY FEE RETAINED BY THE ORGANISING AUTHORITY. 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 Part 1.

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 All boats

Other than in the case of a boat that submits a current, valid ORCi (Stability) Certificate, [or evidence of ISO 12217-2 Design Category A compliance](#), the Organising Authority 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.



Fremantle Exmouth Yacht Race 2023 Notice of Race



ATTACHMENT B - ADDITIONAL REQUIREMENTS

B-1 General

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

B-2 Communication

B-2-1 Communication between all Race boats and Race Control will be by Satellite communication device. It is required that all Race boats carry a Satellite communication device

B-2-2 A satellite communication device shall:

- a) Be capable of speed dialling Race Control and AMSA, sending and receiving text messages and voice,
- b) Be capable of receiving appropriate weather warnings
- c) Be permanently connected to the boat's power supply or be rechargeable
- d) If portable, be secured to the boat at all times

B-2-3 VHF Radio

- a) Boats shall be equipped with a VHF radio complying with AS Special Regulations 3.25 and shall be DSC capable, programmed with a MMSI and connected to a GPS receiver
- b) Boats shall be capable of transmitting/receiving, at a minimum, on the following channels:- International Channels 6, 16, 67, 70, 72, 73, 77, 81 & 82
- c) The boat's radio shall be connected with a speaker that shall be clearly heard on deck at all times.
- d) All boats must complete a VHF radio declaration form stating a test has been made with a suitable station over a min 14nm range.
- e) All boats shall conduct a VHF radio check on the morning of the race. Details will be given in the SI's.

B-3 Satellite communication device pre-race check

Satellite communication devices will need to demonstrate that they can both transmit and receive SMS and voice calls. Email is recommended. Details of the checking procedure will be published on the event website prior to 31st March 2023.



Fremantle Exmouth Yacht Race 2023 Notice of Race



B-4 Operation

- a) Boats shall maintain a 24-hour listening watch for the duration of their race on VHF Ch 16 & 72 and on any other channels specified in the Sailing Instructions, and 24 hour monitoring of their Satellite communications device.
- b) For radio communications, a boat's name may be limited to not more than two words. The Race Committee may alter names where appropriate.
- c) For radio communications, Race Control will be known as either Fremantle Sailing Control or Exmouth Sailing Control in Exmouth.
- d) The Sailing Instructions will specify the position reporting requirements.

B-5 Fuel Systems

The propulsion engine shall have a minimum amount of fuel which shall be sufficient to meet the charging requirements for the duration of the race and to motor at the minimum speed specified in AS Special Regulations 3.24.5 (a) for at least 36 hours.

A flexible diesel fuel tank may be permitted if contained in a suitably constructed compartment; subject to permission being granted by the Organising Authority.

B-6 Water

At least 2.5 litres of fresh water, or a watermaker capable of producing 2.5 litres, per crew member per 100 nautical miles of the course to be sailed shall be carried at the start of the race.

B-7 Lifejackets (minimum requirements)

A lifejacket shall be worn by each member of the crew when on deck between the hours of sunset and sunrise. (per AS Special Regulations 5.01.1 (g))

In addition, a lifejacket shall be worn by each member of the crew at times such as, but not limited to:

- a) When alone on deck
- b) When on deck when the true wind speed is 25 knots or above
- c) When on deck when visibility is less than 1 nautical mile.

This changes AS Special Regulations 5.01.1 (h)

Double Handed [and Three Handed](#) sailors must wear a lifejacket at all times when on deck except briefly while changing or adjusting clothing or personal equipment.

Attention is drawn to AS Special Regulations 5.01.1(e) which recommends the use of a spray hood, noting sprayhoods will be mandatory under AS Special Regulations from 1 July 2023 for Cat 2 and above (5.01.1(d)(iv)).



Fremantle Exmouth Yacht Race 2023 Notice of Race



B-8 AIS

- a) The Organising Authority has determined it is highly recommended for fully crewed and mandatory for double and three handed boats that an AIS personal crew overboard AIS beacon transmitter capable of communicating its position to their yacht and other nearby vessels to be carried by or attached to each crew member when on deck. This changes AS Special Regulations 5.01.1 (b) and (c).
- b) An AIS Transponder (ie capable of transmitting and receiving) must be fitted to each boat (per AS Special Regulation 3.29) and competitors shall ensure that the name of the boat is transmitted in addition to the MMSI number. The AIS Transponder shall be switched on and capable of transmitting and receiving at all times during the race.

B-9 Charts and Guides

A boat shall comply with AS Special Regulations 4.10 and shall carry onboard as a minimum the following charts and books (in paper or electronic form). ~~The following is the minimum required paper charts that shall be carried onboard during the race:~~

- AUS 754 –Lancelin to Cape Peron
- AUS 753 –Beagle Islands to Lancelin
- AUS 752 –Pelsaert Island to Beagle Islands
- AUS 332 –Pepper Point to Geraldton
- AUS 331 –Point Quobba to Pepper Point
- AUS 746 –Point Maud to Point Quobba
- AUS 745 –North West Cape to Point Maud
- AUS 744 –Exmouth Gulf and Approaches

Sections from the most recent WA Cruising Guide (currently 5th edition) that cover the possible ports of refuge between Fremantle and Exmouth must also be carried.

(Note that copies of this guide can be purchased at FSC Reception and are available on-line via the FSC website).

B-10 Additional medical items.

None of optional items for Category 2 are required to be carried onboard during the race, however:

For the larger race boats the items below are recommended

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

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



Fremantle Exmouth Yacht Race 2023 Notice of Race



B-11 Incident Reporting

Whilst participating in this event, there is a fundamental obligation to inform Race Control or the Race Officer of incidents as soon as practical. An incident is any event where there is any damage or risk of damage to people, property, and/or the Organising Authority.

MOB Incidents must be reported immediately to Race Control.

Any accident, boat, or equipment failure that results in any of the following (as a minimum), and when the report may improve safety and reduce the likelihood of a recurrence then a formal Incident Report needs to be completed and provided to the OA within the same period after the race as a Protest is required to be submitted:

- a) Injury that requires professional medical attention
- b) Incidents involving the need to inform Race Control such as; contact between boats, MOB, Grounding, contact with a whale, structural failure.
- c) Failure of the Organising Authority's management systems that resulted in a materially worse outcome.
- d) An incident requiring outside assistance e.g. activation of a beacon/distress signal, Sea Rescue, 3rd party to the event.
- e) A near miss of any of the above. A near miss is considered as an incident where no property was damaged and no personal injury was sustained, but where given a slight shift in time or position catastrophic damage and/or serious injury easily could have occurred.

B-12 Short Handed boats

Double Handed and Three Handed boats should be appropriately prepared for short-handed sailing, for example a working autopilot shall be fitted.



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Yacht Race 2023
Notice of Race**



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