

WINNER



WESTERN
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AWARDS
2021



**FREMANTLE TO EXMOUTH
RACE & RALLY 2023**



SAILING INSTRUCTIONS





Fremantle Exmouth Race & Rally 2023 Sailing Instructions



Organising Authority

Fremantle Sailing Club

Race Committee

Trevor Milton (Principal Race Officer) – 0419 280 268

Cameron Berg (Race Officer) – **0458 611 978**

Glenn Porter (Race Officer) – 0458 127 110

Chris White (FSC Sailing Manager) – 0408 478 414

Race Control

FSC Race Control: +61 487 810 743

Email: fscexmouth@gmail.com



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1 RESPONSIBILITY

Responsibility: All those taking part in the race do so at their own risk and responsibility. The Organising Authority, Fremantle Sailing Club and their respective officers, employees, volunteers, and members, accept no liability for any injury, loss or damage that may be suffered by any competitor.

Specific attention is drawn to RRS Fundamental Rule **3** – Decision to Race, which states:

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

2 RULES AND REGULATIONS

2.1 The race will be governed by

2.1.1 The Australian Sailing Racing Rules of Sailing (“RRS”) 2021-2024, as amended, the Notice of Race or Notice of Rally and by these Sailing Instructions (SI).

In the event of conflict, these Sailing Instructions (SI) will prevail.

2.1.2 RRS Appendix WP Rules for Racing Around Waypoints will apply.

3 BRIEFINGS

3.1 Safety briefings and race start information, date and timing.

Thursday 4th May, 7pm – Mandatory Race & Rally Safety Briefing, YB Tracker hand-out.
Minimum two representatives attending

Saturday 6th May, 09.30 – Mandatory Race & Rally – Weather Briefing and Information. Skipper and Navigator shall attend.

4 PRE-RACE RADIO CHECKS

4.1 Mandatory pre-race radio check - Fremantle Sailing Club Race Office will be open at **1100** hours Saturday **6**th May for Radio Checks on VHF Channel 72.

5 INSPECTION

5.1 Boats shall be made available for spot inspections by the Race Committee or its nominee at any time up until 12 hours after the boats finish time.

6 MARKS

The Start Pin and Day Buoy will be Yellow Cylindrical Inflatable Buoys.

The NW Reef 1 “mark” and the NW Reef 2 “mark” will both be GPS Waypoints as defined in SI Section 11



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7 STARTING LINE

- 7.1 The Start Boat will be 'Success' located in the area between Hall Bank beacon and North Mole
- 7.2 For Race boats, the starting line will be between the orange flag displayed on the start boat (Success) at the Port end and a yellow inflatable buoy at the Starboard End.
- 7.3 Rally boats the start line will be a line to the west of the start boat (Success).
See diagrams at the end of this document for the Race and Rally boats.

8 STARTING TIME / START SIGNALS

- 8.1 Race and Rally events are scheduled to start at 1200hrs on the Saturday 6th May 2021
Warning signal for all Race and Rally boats is scheduled at 1155hrs.
- 8.2 Visual signals will be made from the start boat (Success) as described by SI 7
- 8.3 Sound signals and/or VHF communication may be made from the start boat (Success).
- 8.4 A boat starting later than 15 minutes after the starting signal shall be scored Did Not Start.

9 INDIVIDUAL RECALL

- 9.1 After the starting signal the Race Committee may broadcast the sail numbers of those boats that have not complied with Rule 29.1.
- 9.2 Failure of the Race Committee to make a broadcast or a boat to receive any broadcast will not be grounds for redress. This changes Rule 62.1.

10 EXCLUSION ZONE

- 10.1 Prior to and after the start, all boats shall not enter an area bounded by the lines joining Green No. 1 Harbour Entrance Buoy, Red "A" Harbour Entrance Buoy, Red "C" Harbour Entrance Beacon and Green No 3 Harbour Entrance Beacon.
- 10.2 All boats shall keep clear of the Military Exercise Area.
- 10.3 For the purpose of the RRS these areas are considered an obstruction and the limit of safe pilotage.



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11 COURSE AND MARK LOCATIONS

11.1 The course for the Race and the Rally is provided as below.

Mark	Coordinates*	Rounding/ Required Side	Comment/Report
Start (~East of Hall Bank)	Refer to Race & Rally Start Configuration (Appendix 1)		
Day Buoy Mark	31°59.800'S 115° 44.300'E	Leave to Port	
Swanbourne Exclusion Mark SW	31°58.901'S 115° 43.352'E	Leave to Starboard	Exclusion Zone – Do not enter Military Exercise Area
NW Reef 1 Waypoint	21°45.000'S 114° 9.600'E	Leave to Starboard	
NW Reef 2 Waypoint	21°45.000'S 114° 11.100'E	Leave to Starboard	
Exmouth finish line			
Inner Way Point	21°57.609'S 114° 8.828'E	Leave to Starboard	
Outer Way Point	21°57.728'S 114° 9.037'E	Leave to Port	

*Note: Using the WGS84 datum.



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12 COMMUNICATION PROCEDURES

- 12.1 Race yachts are required to send a TXT (text) message via Satellite phone at 0900hrs +/- 10 minutes and 21:00hrs +/- 10 minutes every day for the duration of the event.
- 12.2 Rally yachts are required to send a TXT (text) message via Satellite phone at 0800hrs +/- 10 minute and 20:00hrs +/- 10 minutes every day for the duration of the event.
- 12.3 The TXT message from boats shall be in the following sample format, if the boats name was "Airborne":
"AirborneOK" to the primary SKED mobile phone number +61 487 810 743.
Race control will reply "Airborne logged please reply with "Copy"". The boat shall then reply "copy"
- 12.4 Although unlikely, should the primary SKED phone number become disabled all yachts will be notified via TXT to their satellite phone of the backup mobile phone number.
- 12.5 Should boats not be able to make contact with race control for a SKED via satellite or Mobile phone their YB Tracker can be used as a backup.
Skippers need to review the YB Tracker instructions for details on YB Tracker Messaging. Race control will receive and reply to messages via the YB Tracker management interface.
- 12.6 Should boats not be able to make contact via the methods described by SI 12.1 – 5 they can email their SKED message to [fscexmou@gmail.com](mailto:fscexmou@icloud.com)
- 12.7 Should boats not be able to make contact via the methods described by SI 12.1 – 6 they should then attempt to contact another boat via VHF and ask them to relay their SKED message.
The relay boat shall send the TXT (text) message via Satellite phone sample format if the relay boats name was "Max Sheen": "relay via Max Sheen, Airborne OK" Race control will reply "Airborne Relay logged" Please reply with "Copy"". The relay boat shall then reply "copy" and then notify the calling boat (Airborne) via VHF radio of the status of the Relay transmission.
- 12.8 Race control acknowledge that some boats might at times have difficulties getting their SKED message through.
As such race control will accept messages outside, but as close as possible to the times detailed in SI 12.1 without penalty (race yachts). Race control will endeavour to do everything possible to assist inside and outside of the prescribed SKED times. The overall objective is that race control achieves and maintains regular contact with yachts and vice versa.
- 12.9 All boats shall maintain a continuous listening watch on VHF 72, repeater stations (within range) and 16 at all times.
For Race boats, failure to communicate in accordance with SI 12 on Satellite Phone or by the methods listed in SI 12 without reasonable cause shall result in the imposition of a penalty as below at the discretion of the Race Committee having regard to the circumstances.



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Position Report Missed	Penalty Imposed
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

i.e. a boat that missed 3 sked reports without reasonable cause during the race shall receive a time penalty of 60 minutes added to the boats elapsed time.

For Rally boats, failure to communicate in accordance with this SI Satellite Phone or by the methods listed in SI 12 without reasonable cause shall result in the imposition of a penalty.

Position Report Missed	Penalty Imposed
1st Sked missed	No penalty imposed
2nd Sked missed	No penalty imposed
Each successive sked missed	No longer eligible for Rally Awards



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13 RESPONDING TO AND RECORDING SKED'S BY RACE CONTROL

13.1 Overview: Race control will use TXT (text message) management software as the primary means of managing SKED messages from all boats. Once TXT messages are received, they will be acknowledged as indicated in SI 12. The YB tracker interface will also be monitored for positions. Race control will log all communications, including positions in a live Excel document which is shared with the Race Officers, IMT, Water Police and AMSA.

14 RACE CONTROL METHODS TO CONTACT YACHTS

- 14.1 **Satellite TXT:** Race Control will use Satellite phone txt messaging as the primary form of communications. Race Control may call boats via Satellite voice call if required.
- 14.2 **Satellite Group TXT:** Race Control will set up "txt message Group's" for messages to go to the entire fleet from the primary or secondary race control mobile phones if necessary. Sending a group txt might for example be used to advise a change to the SKED phone number, or for a weather alert etc. Boats must acknowledge with a reply message in the following sample format: "Airborne Received" assuming the boats name was "Airborne"
- 14.3 **Satellite Voice:** Race Control may use Satellite phone voice calls if necessary.
- 14.4 **YB Tracker Messaging:** Race Control may use YB Tracker Messaging during the event to contact boats.
- 14.5 **Mobile Phone (LTE):** Race Control may use mobile phone voice and txt messaging during the event.
- 14.6 **Email:** Race Control may use fscexmouth@gmail.com to contact yachts if necessary.
- 14.7 **Marine VHF Radio:** Race Control may use marine VHF radio, if within range to contact yachts if necessary.
- 14.8 **AMSA, WA Water Police, and/or VMR groups:** Although unlikely may use any of the above methods to contact boats during the event if necessary.

15 POSTION REPORTS

15.1 GERALDTON POSITION REPORTS

All boats in the event (i.e. Race and Rally) shall report via communications methods in SI 12 (satellite phone TXT etc) promptly after passing north of 29 degrees South (Geraldton) to declare (for example if the boats name was "Airborne") 'Airborne complies with SI 15': -

- Life raft(s) are on board.
- Engine is operational and the batteries charged.
- Boat and crew are in a satisfactory condition to continue.
- The skipper has received and comprehensively considered a current long-range weather forecast.
- The boat has on board sufficient water and fuel to satisfy Parts B-5 and B-6 of the Notice of Rally & Race.



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15.2 Boats which are not recorded as having met the reporting requirements above shall be disqualified without a hearing (amends RRS 63.1)

15.3 Boats that make a false report will be subject to action by the Rally & Race Committee in accordance with RRS 60.2(c).

15.4 **6 HOURS TO FINISH REPORT**

All boats shall report via (satellite phone TXT to the primary SKED phone number) when they estimate they are within six (6 hours) of the finish line. (for example if the boats name was "Airborne") 'Airborne 6 hours from finish'. There will be a prize for the race or rally boat who finishes closest to their estimated finishing time.

15.5 **POINT MURAT REPORT**

All boats shall report to the Exmouth Race Control on VHF 22 (Exmouth Naval Repeater) promptly after coming abeam of Point Murat.

16 FINISH

16.1 The finishing line will be between the virtual marks Inner Waypoint & Outer Waypoint. These represent the inner and the outer extremities of the line as defined in SI 11.

16.2 A boat is required by the Race Committee to provide evidence, in the form of screen shot or photo of its GPS track and time, to demonstrate that it has correctly crossed the finish line and has correctly recorded its finish time.

16.3 Each boat shall inform Exmouth Race Control by SMS (+61 412 532 211) or VHF 72 of their finish time as soon as practicable, but no later than 30 minutes after finishing.

17 RACE TOPHIES /PRIZES FINISH

17.1 Divisions 1, 2 and Double Handed - IRC

17.2 Divisions 1, 2 and Double Handed – ORCI

17.3 Divisions 1,2 and Double Handed – PHS

17.4 Race boat environmental prize scored as per the MEC Awards Entry Form

17.5 Race Double Handed results and prizes will be combined with Division 2 if there are less than 3 entries in the DH division.

18 RALLY PRIZES

18.1 Rally boat environmental prize scored as per the MEC Awards Entry Form

18.2 Special contribution award shall be made by the rally committee to a rally boat or individual that has made the greatest contribution to helping others in the event or with preparation for the event.

18.3 Longest legal fish caught during event. Photographic evidence, incorporating tape measure (or similar), to be submitted. Boat name, position, date and time of catch, also to be submitted. A photo of an in date recreational 'boating' fishing licence is also required.



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- 18.4 Best video taken on board a rally boat during the event of not more than 3 minutes, as judged by the rally committee.
- 18.5 Best 'on board meal' presentation, as judged by the rally committee. Photographic evidence together with the recipe to be submitted together with supporting statements from the crew.

19 ANNOUNCEMENT OF RESULTS

- 19.1 Results will be announced on Saturday 13th May in the evening at Exmouth Sailing Club. Provisional results may be available prior on the event website.

20 HANDICAPS

- 20.1 Race PHS handicaps to be issued by ORWA.
- 20.2 PHS handicaps will be available placed on the FSC communications prior to the event
- 20.3 Handicaps will also be uploaded to FSC event website <https://fsc.com.au/fremantle-to-exmouth-race-notice-board/>

21 INCIDENT REPORTING

- 21.1 Whilst participating in the Exmouth Race or Rally, there is a fundamental obligation to inform Race Control/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 Club.
- 21.2 MOB Incidents must be reported immediately to the fleet on VHF 72 and by satellite phone / SMS to Race control.
- 21.3 Any accident, boat, or equipment failure that results in any of the following, and when the report may improve safety and reduce the likelihood of a recurrence then a formal FSC Incident Report needs to be completed.
 - Injury that required professional medical attention
 - Incidents involving the need to inform Race Control such as; contact between boats, MOB, Grounding, structural failure
 - Failure of FSC's management systems that resulted in a materially worse outcome
 - Incident requiring outside assistance e.g. activation of a beacon / distress signal, Sea Rescue, 3rd Party to the event / race.
 - 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.

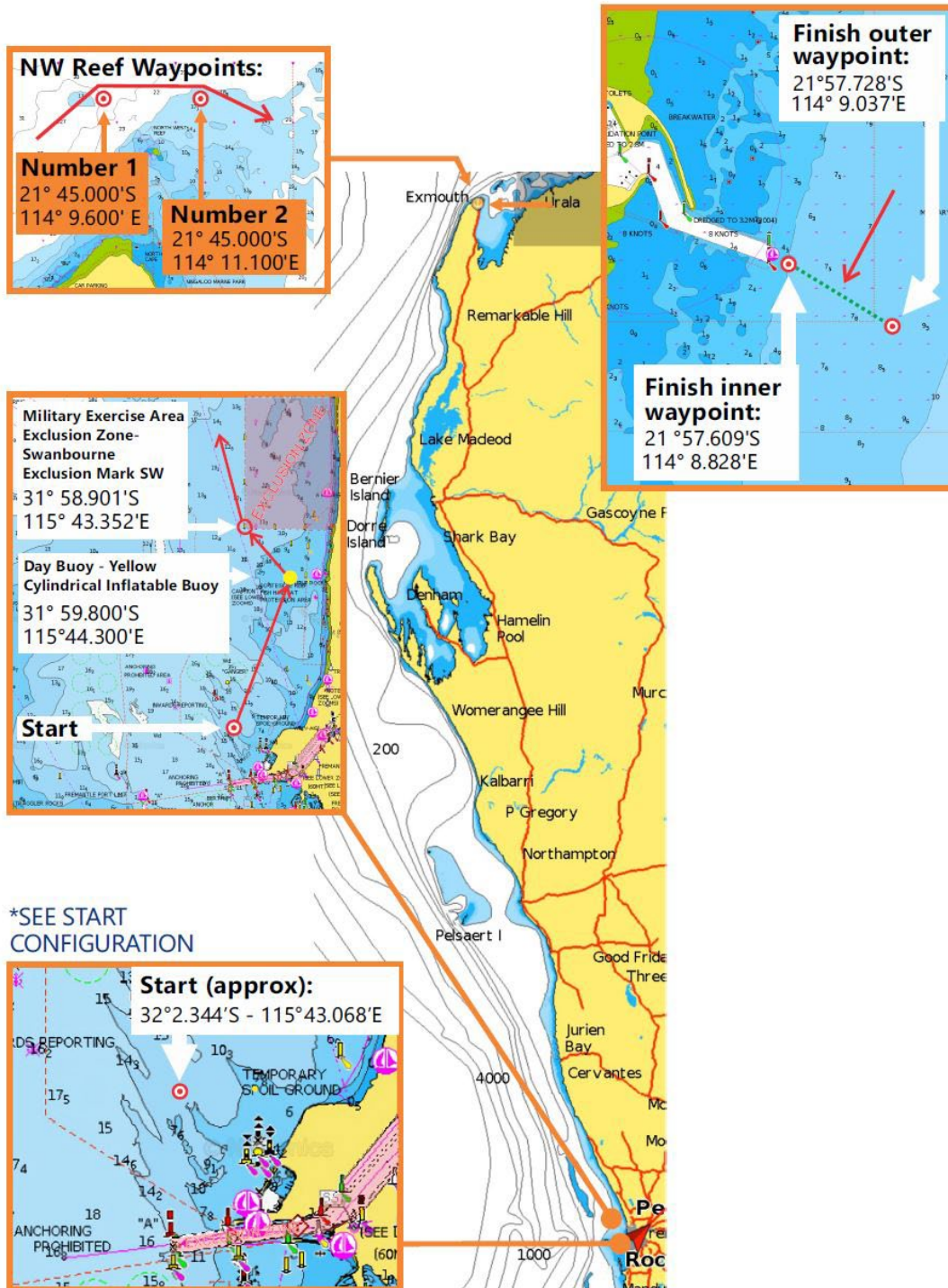


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ATTACHMENT A – RACE & RALLY COURSE

FSC EXMOUTH 2023 RACE & RALLY - COURSE





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ATTACHMENT C – MEC EXMOUTH ‘SMALLEST FOOTPRINT’ CHALLENGE

Download form



https://fsc.com.au/wp-content/uploads/2023/02/Exmouth-MEC-awards-Entry-form_Final.docx



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