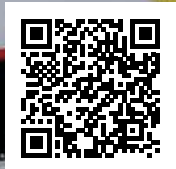
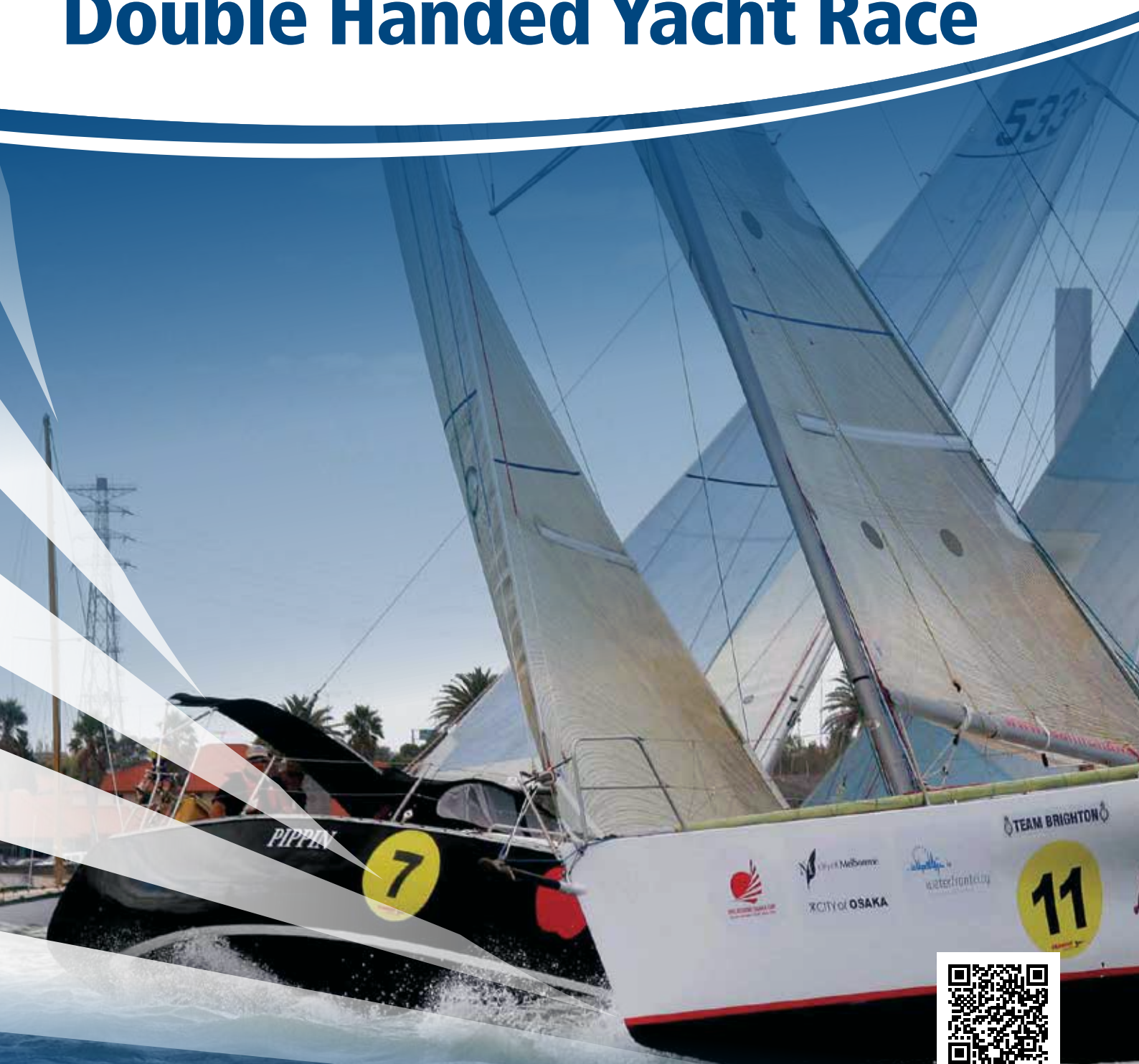




Notice of Race

2018 Melbourne to Osaka Double Handed Yacht Race



WELCOME TO THE OSAKA CUP

The Osaka Cup was first conducted in 1987 as an initiative of the City and Port of Osaka and the Port of Melbourne to mark the 125th anniversary of the founding of the Port of Osaka.

Held to celebrate the sister city and sister port relationship between the two cities, the next Osaka Cup race will take place in 2018. Twin towns and sister cities are two of many terms used to describe the cooperative agreements between towns, cities and even countries in geographically and politically distinct areas to promote cultural and commercial ties.

A total of seven races have been conducted at four yearly intervals from 1987 to 2013.

In 2011, a new company limited by guarantee, *Melbourne Osaka Double-Handed Yacht Race Limited*, was formed to conduct the 2013 race, with Sandringham Yacht Club, Osaka Hokko Yacht Club and the Ocean Racing Club of Victoria being the founding members.

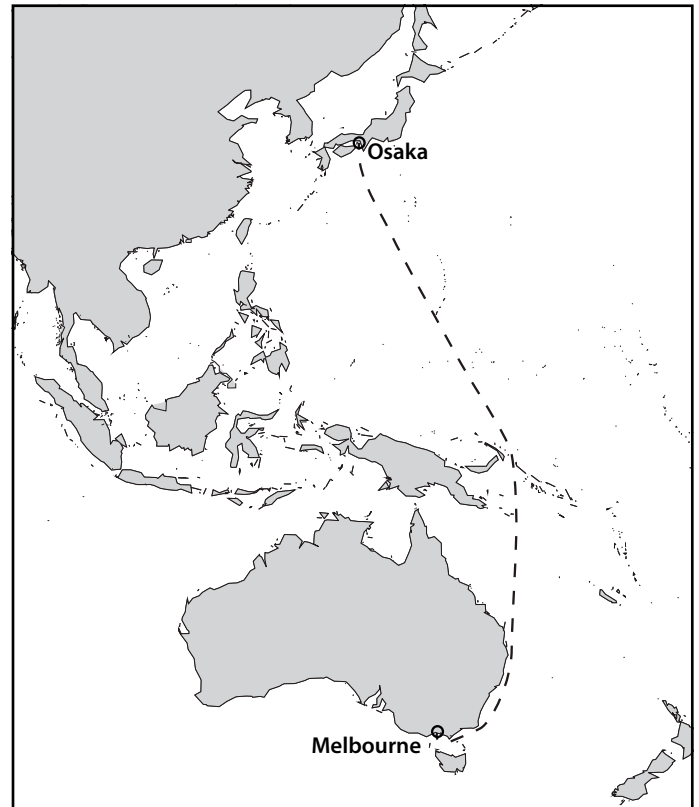
A similar company (ACN 616 055 586 is the Organising Authority for the 2018 race which year also marks the 40th anniversary of the sister city relationship between Osaka and Melbourne.

The race is a unique, longitudinal race which starts in the Southern Hemisphere in autumn and ends in the Northern Hemisphere in spring, a distance of approximately 5000Nm.

It is timed to avoid the end of the Cyclone season in the Southern Hemisphere and the start of the Typhoon season in the Northern Hemisphere and the weather conditions cover the extremes from Bass Strait, the Tasman, Coral and Solomon Seas and the Doldrums in the Tropics.

The race passes through the international waters of Australia, New Guinea, Federated States of Micronesia, USA (Guam & Saipan) and Japan.

Osaka is a city in the Kansai region of Japan's main island of Honshu and is the capital city of Osaka Prefecture. Located at the mouth of the Yodo River on Osaka Bay, Osaka is the third largest city by population after



Tokyo and Yokohama.

Historically the commercial centre of Japan, Osaka functions as one of the command centres for the Japanese economy. The ratio between daytime and night time population is 141%, the highest in Japan, highlighting its status as an economic centre. Its night-time population is 2.6 million, the third largest in the country, but in daytime the population surges to 3.7 million, second only to Tokyo.

Osaka used to be referred to as the "nation's kitchen" in the feudal Edo period because it was the centre of trading for rice, creating the first modern futures exchange market in the world.

For more details on the race including Sailing Instructions and other information, please monitor the event web site www.melbourneosaka.com.

Version 3.10: This amendment incorporates Amendments 1-4.

OSAKA CUP
MELBOURNE TO OSAKA
DOUBLE HANDED RACE

NOTICE OF RACE

THE 2018 MELBOURNE TO OSAKA DOUBLE HANDED YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP, BASS STRAIT, THE TASMAN SEA, THE CORAL SEA, THE NORTH PACIFIC OCEAN AND OSAKA BAY. OWNERS OF ELIGIBLE BOATS ARE INVITED TO ENTER THIS RACE UNDER THE CONDITIONS OF THIS NOTICE OF RACE. THE RACE IS ORGANISED AND CONDUCTED BY MELBOURNE OSAKA DOUBLE-HANDED YACHT RACE LIMITED (THE ORGANISING AUTHORITY [OA]). MEMBERS OF MELBOURNE OSAKA DOUBLE-HANDED YACHT RACE LIMITED ARE THE SANDRINGHAM YACHT CLUB (SYC), THE OSAKA HOKKO YACHT CLUB (OHYC) AND THE OCEAN RACING CLUB OF VICTORIA (ORCV).

1. THE RACE

- 1.1 The race will have a starting window commencing on 15 March 2018. The main start will be on Sunday, 25 March 2018. Depending on entries, slower boats will start earlier and faster boats later than the main start.
- 1.2 A boat may start within a week after its official start time provided it can satisfy the OA that there were compelling reasons that prevented it from starting at the official starting time. In the event that the OA accepts such a late start, the elapsed time for such boats shall be taken from the time of the official start for that boat.
- 1.3 The initial warning signal for the race may be displayed on 15 March 2018, at a time to be determined and subject to the decision of the Race Committee. Times of subsequent Warning Signals will be advised in the Sailing Instructions following the closing date for entries.
- 1.4 This is a Category 1+ race, starting in the vicinity of Portsea Pier in Victoria, Australia and finishing in Osaka Bay, Japan. All entries shall be sailing yachts crewed by two persons. No person may be substituted for either of the starting Skipper or Co-Skipper/Crew after the start. The race is a non-stop and unassisted event. Any boats determined to have received outside assistance shall have a penalty of up to 30% added to their elapsed time. The finish line at Osaka will be manned for 21 days after the arrival of the first boat. After that time finishers will record their own times.



2. RULES

- 2.1 The race will be governed by the current versions of:
- The Racing Rules of Sailing (RRS) of World Sailing (WS), together with the prescriptions and safety regulations of Australian Sailing (AS);
 - Where applicable, the rules and regulations of the Australian Measurement System (AMS) and the IRC Rules Parts A, B and C shall apply;
 - The International Regulations for the Prevention of Collisions at Sea;

Except as amended by this Notice of Race and the Sailing Instructions for this race.

- 2.2 The OA reserves the right to amend this Notice of Race. Amendments will be published on the event website (www.melbourneosaka.com) and entrants notified.
- 2.3 The Sailing Instructions will be issued through the event website.
- 2.4 By entering this Race, the owner or charterer of a boat agrees that this Notice of Race (including amendments) and the entry form, the rules and regulations referred to in paragraph 2.1 and the Sailing Instructions shall be complied with by the boat and by the owner/charterer.

3. CATEGORIES AND DIVISIONS

- 3.1 The 2018 Osaka Cup Double-Handed Yacht Race will be conducted with the following handicap categories:
- IRC
 - AMS (AMS measurement will be available to boats entered in this race at cost. A certificate is AU\$55 plus weighing fee)
 - Performance
- 3.2 The Race Committee, at its discretion, may allocate boats to divisions within a handicap category.
- 3.3 All boats entered in the IRC and AMS Handicap Categories will be scored in the combined overall result for that category as well as in the individual divisions.
- 3.4 Where fewer than 5 entries are received for a handicap category the Race Committee reserves the right to reallocate those boats to another handicap category.
- 3.5 A boat may enter any handicap category for which it is eligible and any combination of those handicap categories.



4. ELIGIBILITY

- 4.1 The race is open to boats which are entered by a member of a yacht club recognised by a State or National Yachting Authority affiliated with WS.
- 4.2 Each yacht shall comply with the eligibility requirements listed in *Appendix B Yacht Eligibility Requirements*.
- 4.3 All competing boats must be in Melbourne by 1 March 2018.
- 4.4 The OA may require re-measurement of any boat prior to the boat racing.
- 4.5 The crew of each yacht must meet the eligibility requirements listed in *Appendix C Crew Eligibility Requirements*.
- 4.6 A decision of the OA or the Race Committee as to any matter under this paragraph (4), including as to whether a boat and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.

5. APPLICATION FOR ENTRY

- 5.1 An application must be made via the OA's online entry system at www.melbourneosaka.com.
- 5.2 A completed application for entry shall be received by the OA by 1200 hours on 31 December 2017. Entries received after that date and before 15 February 2018 will attract a late entry fee. Applications received after 15 February 2018 will be considered by the OA but may not be accepted.
- 5.3 Each boat shall submit to the OA, no later than 15 February 2018, the documentation listed in *Appendix D Entry Documentation*.

Privacy Note: Personal information about crew members is obtained in crew lists. That information is obtained for use in search and rescue situations and for media purposes.

The information will be given to search and rescue authorities and organisations, the Water Police, volunteer coastal stations and media representatives and may be passed on by them to other organisations.

It is 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 OA.

- 5.4 The OA is not obliged to accept an application for entry. The OA reserves the right to restrict

entrant numbers to a maximum of 30 non Japanese registered entrants on a first come, registration fee received basis. If there are more than 30 non Japanese wishing to enter, the OA will manage a waiting list on a first come, registration fee received basis. Entrants who do not pay the balance by 30 June 2017 will no longer be considered a valid entry and will revert to the waiting list.

- 5.5 Items listed in paragraph 5.3 may be accepted after 15 February 2018 at the discretion of the OA, subject to a request for late acceptance being made to the OA in writing, accompanied by a specified Late Documentation Fee.
- 5.6 In accordance with RRS 76.1, the OA will reject or cancel the entry of a boat that does not comply with the conditions of this Notice of Race.
- 5.7 Documentation supplied to or held by the OA under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 1700 on 13 March 2018.
- 5.8 A boat's rating certificate shall not be changed after 1700 on 13 March 2018 except as a result of a rating protest or to correct a rating office error.
- 5.9 A boat's crew list may be changed to correct errors, to reflect late crew changes or after protest, but shall not be changed later than 24 hours prior to the starting signal applicable to the relevant boat. Changes to the crew or details of any crew member shall be notified on Crew List forms available from the OA.

6. FEES

- 6.1 The following fees shall be paid by credit card, cheque or bank draft on submission of the entry form or late documentation, as appropriate. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

All fees are for the race and allow for multiple handicap categories. These fees include moorings and the use of facilities in Melbourne prior to the start (see clause 17), moorings after the finish in Osaka and tickets to the presentation event in Osaka after the finish.

On Registration (Deposit)	AU\$500
Balance (by 30 June 2017)	AU\$2500
Waiting list Balance (within 30 days of entry confirmed)	AU\$2500
Late Document Fee	AU\$250

- 6.2 A full deposit refund is available to any entrant who withdraws their entry (in writing) prior to 31st May 2016 or is on the waiting list.

7. SCORING

7.1 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.

7.2 AMS

Results will be calculated by the application of the AMS Time Correction Factor (TCF) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

7.3 Performance

Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A boat's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)). The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

- 7.4 The scoring system will not be subject to protest or dispute (amends RRS 60.1 and 62.1(a)).

8. TROPHIES

8.1 Trophies will be awarded as follows:

- Line Honours – first boat to cross the Finish Line
- Lowest elapsed time (in the event that this is not the Line Honours boat)
- Overall Winner on corrected time (awarded to winner of the primary category; defined as the measurement category with the larger number of entries. In the event that there are equal numbers of entries in AMS and IRC then IRC will be the primary category)
- Second and Third on corrected time in the primary measurement category
- First, Second and Third on corrected time within each of the remaining handicap categories and within each division subject to entries.

(All trophies are subject to sufficient entries. Unless there are 3 or more entries in a particular handicap category there will be no

race for that category. With only 3 entries there will be a first prize only. Unless there are at least 5 entries there will be no second prize and unless there are at least 7 entries there will be no third prize)

8.2 Trophy Presentations

The Date and Time of the Osaka Cup Race trophy presentation ceremony will be advised in the Sailing Instructions.

9. CHANGES TO RULES

9.1 Changes to the IRC Rules

IRC Rule 26.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race. One additional light weight mainsail, measuring no larger in any way than the measured mainsails, may be carried and used.

IRC Rule 26.6.2.2: In accordance with a prescription by Australian Sailing, 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.

9.2 Changes to the Racing Rules of Sailing

RRS 41: Whilst racing, boats may utilise weather information that is routinely available throughout the year to the general public without charge and whose availability is publicly indexed. For example, boats may NOT arrange for private advisors or meteorologists to provide them with advice, custom data or compilations of public data during the race, no matter how that information is communicated. Boats may receive regularly scheduled weather broadcasts, GRIB data, weather fax transmissions or other internet based forecast information (e.g. Bureau of Meteorology), whether subscription based or free of charge.

Prior to a boat's Warning Signal, there is no limitation on private services or any other source of data or consulting, except that a boat that has not started may not provide weather information to another boat that has started.

RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

RRS 51: A boat with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.



RRS 52: Is modified to allow self-steering equipment to be used by all boats and to allow the use of stored power for the adjustment and operation of sails and the adjustment of movable water ballast or canting keels on any boat.

RRS 55 is changed by adding the following sentence to the rule: *However, discarding bands when setting a sail will not be considered a breach of rule 55.*

RRS 61.3: There is no time limit on protests by the Race Committee or the International Jury.

RRS 78.2: Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.

9.3 Penalties

An International Jury will be appointed in accordance with RRS Appendix N. The International Jury will, at its discretion, apply penalties for a breach of a rule of the Sailing Instructions declared by an infringing competitor without hearing or after a hearing if a protest is contested.

10. BRIEFINGS

10.1 A compulsory pre-race briefing for entrants will be held at a time and place to be announced. Both crew members from each yacht are required to attend this briefing.

10.2 Any boat that fails to be represented at this briefing and has not made alternative arrangements with the Race Director may be considered not to be a starter in the event.

10.3 Weather briefings will be provided at a venue to be advised prior to each start time. Both crew members from each yacht should attend the relevant briefing.

11. SAFETY REPORTING

11.1 The Sailing Instructions will require that boats report by radio, SMS or Email when they pass latitudes listed below and make a declaration confirming their time of passing as well as the following:

- Either the HF radio or satellite phone or both are operational
- Liferaft and all essential safety equipment is on board
- Engine and batteries are operational
- Boat and crew are in a satisfactory condition to continue
- The skipper has comprehensively considered the most current weather forecast and the boat and crew are fully prepared for the conditions forecast.

Latitudes requiring these reports are: 17° South, 9° South and 13° North.

- 11.2 Boats which are not recorded as having met the reporting requirements above may be disqualified (amends RRS 63.1).
- 11.3 Boats that make a false report will be subject to action by the Race Committee in accordance with RRS 60.2(c).

12. EVENT CLASSIFICATION & ADVERTISING

- 12.1 Advertising on a boat shall comply with the requirements of WS Regulation 20 (WS Advertising Code). 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. If in doubt, the OA should be consulted as soon as practicable.
- 12.2 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.
- 12.3 The advertising rules apply from the time of arrival at host club (SYC) until 7 days after the boat arrives in Osaka.
- 12.4 "M2O", "Melbourne to Osaka Yacht Race" and "Osaka Cup Yacht Race" are trademarks of "the Melbourne

City Council (MCC). MCC has granted the OA use of the trademarks for the purposes of marketing, conducting and promoting the race. The use of the trademarks is absolutely restricted and limited to the use by or with the consent of the OA.

13. TRACKERS

- 13.1 Boats may be required to carry a tracking device supplied by the OA. A boat on which such a unit fails or ceases to operate will be required to provide additional position reports by radio or satphone in accordance with the Sailing Instructions.
- 13.2 Failure to carry and operate a tracking device when required shall lead to disqualification of the boat from the race (refer RRS 76.1).
- 13.3 An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the Organising Authority for the period it is carried on board.

14. SPONSORSHIP AND SIGNAGE

- 14.1 A boat shall display any sponsor's materials provided by the OA, which may include boom decals, bow decals and backstay flags, in accordance with this Notice of Race and the Sailing



Instructions (WS Regulation 20.2.3.1(b)).

- 14.2 Entrants may be supplied with race flags bearing the event logo or a sponsor's name, which should be flown in the vicinity of the yacht's backstay. Flags should be flown from at least 0800 on the day of the yacht's start time and flown again after finishing and before berthing in Osaka and should remain hoisted whenever in port.

15. MEDIA RIGHTS AND RESTRICTIONS

- 15.1 It is a condition of entry that the owner of the boat and all crew members:
- acknowledge that the OA owns all media rights to the Osaka Cup Yacht Race and may exercise those rights as it sees fit.
 - 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.
- 15.2 Crew members of boats may, prior to, during and after the race, speak to or provide material to any media representatives accredited by the OA, 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 OA and its officers and employees, the Race Committee, the International Jury, 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.
- 15.3 Entrants acknowledge and accept the media restrictions referred to in this paragraph by submitting the entry form.

- 15.4 Any breach of these conditions may, at the discretion of the OA or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a boat (refer RRS 76.1). This does not limit the right of the OA to take any other action it sees fit to enforce compliance with these conditions.

16. DISCLAIMER

All those taking part in the race do so at their own risk and responsibility. Crew members acknowledge this and release the OA, ORCV, SYC, OHYC and their respective officers, employees, volunteers, members and sponsors from all liability by entering their names on their boat's crew list.

Specific attention is drawn to RRS Fundamental Rule 4, which states:

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

17. MOORING ARRANGEMENTS

- 17.1 Melbourne

Sandringham Yacht Club will provide four weeks of mooring for interstate and overseas entrants and one haul out and seven days hardstand storage and return to water for each entrant.

- 17.2 Osaka

Mooring will be provided free for a four-week period for overseas entrants, thereafter at cost. Competitors with deep draft boats should note that the complimentary mooring may not be able to be provided due to depth and space limitations at the Osaka Hokko Yacht Club. The race organisers will assist where possible but alternative mooring arrangements in Osaka may need to be organised by competitors in such cases.

APPENDIX A ADDITIONAL REQUIREMENTS

GENERAL

The following requirements add to the requirements of Australian Sailing Special Regulations Part 1 for Category 1 Races.

Where Australian standards for safety equipment are specified in the Special Regulations, equipment branded with a recognised equivalent international standard marking may be accepted.

STRUCTURAL MODIFICATIONS

1. All boats shall have either a watertight “crash” bulkhead within 15% of LOA from the bow and abaft the forward end of LWL or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LOA of the hull.
2. In addition a bulkhead shall be provided at the stern, forward of the rudder post, with the top of the bulkhead a minimum 300 mm above the waterline.

COMMUNICATIONS

1. Boats shall be capable of transmitting/receiving on the following frequencies:
 - VHF – All International Channels
 - HF/SSB – 4, 6, 8, 12 and 16 Megahertz frequencies, details of which will be advised by the OA in the Sailing Instructions. Radio transmission power should be the maximum permitted by authorities in the boat’s country of registration.
 - In lieu of HF/SSB a second Satellite phone may be used, subject to requirements of Communications parts 3 and 4.
2. Boats shall provide a Radio Inspection Certificate. The Radio Inspection Certificate is to be completed by an accredited radio technician to verify the adequacy of the installation and operation of the radios.
3. Boats shall carry out a radio check, on HF frequencies to be advised, between 15 February 2018 and 15 March 2018. The organisation carrying out the radio checks will also be advised to entrants at a later date. Boats not recorded as having adequate radio signal strength will not be eligible to start. Boats shall also carry out a Satellite phone and email (via the Satellite phone or HF) check with the Race Director. Boats not using HF shall check both satellite phones.

4. Satellite phones: In addition to VHF and HF radio requirements, all boats must be equipped with a satellite phone, which shall:
 - be with an Iridium or Inmarsat service providing continuous coverage for the race area;
 - be retained in a suitable mounting which is connected to the vessel’s electrical supply and equipped with a permanently located external aerial. Where two satellite phones are used in lieu of an HF, this requirement does not apply to the standby phone;
 - be powered and configured at all times while racing so that it can receive calls.
 - shall be attached to the boat at all times
5. All boats must be capable of sending and receiving email, whether by satellite phone or HF radio and emails shall be monitored at least daily.

OTHER EQUIPMENT

- Charts

A list of recommended publications and paper charts to be carried on board may be found in *Appendix B Yacht Eligibility Requirements*.
- Medical Kit

The list of First Aid equipment required for Category 1 will be supplemented and published as a Supplement to this Notice of Race prior to 31 December 2017.
- Recommendations

It is strongly recommended that all yachts carry an electronic Man Overboard system.

APPENDIX B YACHT ELIGIBILITY REQUIREMENTS

Check	Category	Requirement
	General	<p>Boats shall be single-hulled vessels of a thoroughly seaworthy construction, having a Stability Index of not less than 115 degrees, as verified through an inclination test, and an overall length (LOA) of not less than 10 metres and not more than 24 metres.</p> <p>Boats shall conform to the requirements of Australian Sailing Safety Category 1 plus the additional requirements listed in Appendix A of this Notice of Race.</p> <p>Boats with full ISO 12215 compliance and holding a WS Structural Plan Review (this is consistent with the WS Off-Shore Regulations and also the AS Special Regulations) comply in all respects with regard to hull requirements. Older boats that rely on the less demanding ABS or the EC Directive must meet the additional bow and stern bulkhead requirements.</p>
	Insurance	The owner/charterer of a boat entered in the race shall hold a marine legal liability insurance policy with respect to the boat, current when racing and covering the area traversed by this race, with a sum insured of not less than A\$10 million or \$500 million Yen for Japanese competitors.
	IRC Yachts	<p>A boat may only be entered in the IRC Handicap Category if the boat:</p> <ul style="list-style-type: none"> • has a current, valid IRC Certificate, being an Endorsed Certificate issued by RORC; and • complies with all of the current IRC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).
	AMS Yachts	<p>A boat may only be entered in the AMS Handicap Category if the boat:</p> <ul style="list-style-type: none"> • has a current, valid AMS Certificate issued by Yachting Victoria; • complies with all of the current AMS Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).
	Liferaft	The requirement for a liferaft is greater than 24hr. Additional equipment above that required by 4.19.2(a-e) shall be either packed into the liferaft or carried in a grab bag.
	Safety Audit	<p>Competitors are required to submit yachts for a Safety Equipment Audit in Melbourne between the dates of 1 and 17 March 2018.</p> <p>All safety equipment shall be on board and available for inspection by an OA Safety Auditor.</p> <p>On request by the Race Committee, boats shall be made available for spot inspection to audit safety regulation compliance. Spot checks may be carried out prior to the warning signal.</p> <p>Boats not meeting the safety requirements shall not be permitted to start in the Race.</p>

Check	Category	Requirement
	Qualifying Race or Passage	<p>A boat shall substantially complete a qualifying double-handed race of not less than 400 nautical miles, with the Osaka Cup Race crew on board, not more than six months before the start of the race.</p> <p>Qualifying races include the ORCV Melbourne to Hobart Race (East or West). Approval of an alternate qualifying race may be sought from the OA in writing.</p> <p>A boat may, with the prior approval of the OA (to be sought in writing), obtain dispensation from the requirement to substantially complete a qualifying race by completing a nonstop double-handed ocean passage of not less than 400 nautical miles, not more than six months before the start of the race.</p> <p>A boat which is granted dispensation shall submit a detailed log of the passage with the Pre-start Documentation.</p> <p>Dispensation from this may be requested in writing to the OA.</p>

APPENDIX C CREW ELIGIBILITY REQUIREMENTS

Check	Category	Requirements
	Membership	All persons sailing on competing boats shall be members of a AS-affiliated club or the international equivalent. AS or equivalent membership numbers must be included on the crew list.
	Age	The minimum age of any crew on a boat is 18. The race committee may grant an exemption to this age limit if a competitor can show cause for such an exemption.
	Experience	In accordance with AS Special Regulation 2.04, each of the crew shall have sufficient experience, declared on the entry form and accepted as such by the OA.
	Training	All crew shall have completed a Australian Sailing Safety and Sea Survival Course (SSSC) or an approved equivalent. Copies of the crew members' current Certificates of Competence, or equivalent, shall be provided. The OA may conduct a SSSC in Melbourne during February 2018 subject to the requirements of competitors.
		It is recommended that all crew have a recognised Australian Sailing qualification (or equivalent) of at least Yachtmaster Offshore.
	First Aid	All crew shall hold a Senior First Aid Certificate or equivalent qualification or a recognised higher qualification. Copies of the crew members' certificate or other qualification shall be provided.
	Radio	All crew shall hold a Restricted Operators Certificate of Proficiency in Radio Telephony issued by a relevant authority or higher qualification. Copies of the crew members' Certificate or other qualification shall be provided.

APPENDIX D ENTRY DOCUMENTATION

Check	Documentation	Notes
	Evidence that the boat meets the requirements of AS Special Regulation 3.03, Hull Construction Standards	
	Evidence of meeting the stability requirements to comply with AS Special Regulation 3.04	
	Crew list showing relevant qualifications and experience	
	Evidence that insurance cover meeting the requirements of this Notice of Race is in place	
	For entrants in AMS or IRC divisions a copy of a current AMS or IRC certificate	
	Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalent	
	First Aid Certificates or evidence of other acceptable qualification	
	Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification	
	Colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This may be a photograph of a size not less than 6cm x 6cm. Digital photographs should have a size not less than 227 x 227 pixels (6cm x 6cm at 96 ppi).	
	406 EPIRB and PLB Certificates	
	Liferaft Inspection Certificate	
	Verification of qualifying race or ocean passage	