

NOTICE OF RACE & SAILING INSTRUCTIONS



YACHTING WESTERN AUSTRALIA

SPECIAL REGULATIONS 2009-2012 – VARIATIONS

to apply to the offshore races in the book from 5th August 2011

The 2009 - 2012 Yachting Australia Special Regulations Part 1 has been amended by Yachting Western Australia as below:

- 3.25.2 is amended by deleting “or 27 Meg” from line 3 of the table.
- 3.25.3(ii) re VHF mast height. The Category list is amended to read “1 2 3 4”
- 3.25.3 Add (iv) Boat’s radios shall be connected with a speaker that can clearly be heard on deck at all times.
- 3.25.7 is amended to read
“Radio transceivers shall be checked annually with a suitable station: for HF over 90nm and for VHF over 20nm away”
- 3.26.1 is amended to read “Batteries shall be of a sealed type from which liquid electrolyte cannot escape.
All new batteries installed after 1 August 2009 2 3
All batteries from 1 July 2012 2 3”
- 4.10.4 Add 4.10.4
“The current YWA Offshore Handbook”
- 4.22 Pyrotechnics (Flares)
Add 2 Red Parachute flares to DoT (Marine Safety) standard to Category 4.
- Appendix A
- 1.0(d) Add 1.0(d) “Additionally, a USL Coastal Liferaft (built to Section 10 Appendix J) may be used for Category 2 races.”

See www.yachting.org.au/specialregs for amendments, interpretations and technical notes made by Yachting Australia.

SAFETY INCIDENT REPORTING

It is recommended that any incident relating to safety on a boat whilst racing be reported to the Race Committee as soon as practicable.

EPIRB'S AND PLB'S

You must register your 406 EPIRB and PLBs with AMSA. Forms can be obtained from the shop where you bought them or online at www.amsa.gov.au/Forms/amsa6.pdf

There is no cost to register with AMSA. Where either EPIRBs or PLBs are hired commercially or borrowed from other boats they MUST be re-registered in the boat or person’s name that is using them, even if it is only for a day or two. Hire companies such as www.epirbhire.com.au will request the crew details and automatically do the AMSA registration as part of the hire.

SAFETY HARNESSSES

Your attention is drawn to Special Regulation 5.02.4 which reads:

WARNING - Warning - a safety harness is not designed to tow a person in the water and it is important that a harness and line attaching the crew to the boat is used to minimise the risk of a person’s torso becoming immersed in water outside the boat. The diligent use of a properly adjusted and attached safety harness and tether is regarded as by far the most effective way of preventing man overboard incidents.

Explanatory notes:

The term ‘SAFETY HARNESS’ is a general description of two pieces of equipment, each of which has a different function.

Firstly there is the body harness. The function of this part of the equipment is to give a secure point of attachment for the tether and to distribute the shock load over the torso. Secondly the tether is that piece of the equipment that connects the body harness to the boat.

The warning is directed not so much to the safety harness generally but **to highlight the differences in function particularly to the manner in which the tether is attached to the boat with the intention of preventing the body going overboard and thus being towed for which the body harness was not designed and which may be the cause of water being forced down the wearer’s throat.**

NOTICE OF RACE

1. RULES

The races will be governed by:

- 1.1 the rules as defined in the Racing Rules of Sailing 2009 – 2012 which includes the prescriptions of Yachting Australia.
- 1.2 the YA Special Regulations Part 1. The Safety Category for each race is as specified in the details of each race contained in this handbook;
- 1.3 the IRC Rules 2011 Parts A, B and C shall apply where applicable.
- 1.4 the Supplementary Sailing Instructions issued by the Organising Authority for a race which will take precedence in the event of a conflict.

2. AMENDMENTS TO RULES

2.1 RACING AT NIGHT

Between the hours of sunset and sunrise the Rules of Part 2 are replaced with the right-of-way rules of the *International Regulations for the Prevention of Collisions at Sea*

When a boat cannot determine with certainty what tack another boat is on, she shall keep clear of that boat.

2.2 MOVABLE BALLAST

Rule 51 is amended. Boats with Moveable or Variable Ballast (as defined in Special Regulation Section 3 Part 1 and Appendix B.7) may move or vary their ballast whilst racing. Proof of compliance with these Special Regulations must be carried on board and the Race Committee may require copies.

2.3 MANUAL POWER

Rule 52 is amended.

2.3.1 Boats that have declared that they have and use electric or hydraulic winches and it is recorded either on their IRC Certificate or their YWA Offshore Handicap Application Form for boats not rated IRC, may use them for such work as is recorded.

2.3.2 Boats competing in the Double Handed Series may use autopilots

2.4 SCORING

RRS Appendix A4.2 is deleted.

The last sentence of RRS Appendix A9 is amended to read:

A boat that did not come to the starting area shall be scored points for the finishing place two more than the number of boats that came to the starting area.

The Low Points System as set out in Appendix A of the RRS and as amended in 2.4 above shall apply to all Series.

2.4.1 Dual Series Race Scoring

Where the results of a division of a race are to be used to score two different series (e.g. The Bluewater and Offshore series racing in the Coventry Reef Race), the same points from the boats finishing place in that race, shall be used in both series.

2.4.2 Higher Challenge Race Scoring

This scoring is applicable to Bluewater Offshore and Coastal series, BlueWater higher than Offshore, Offshore higher than Coastal. If a boat participates in a race programmed for a higher series when the race program timing overlaps with the alternative race in a lower series it has been competing in, the boats lower series score for the overlapping race, will be its average score thus far for the lower series. Average points is the average of that yachts results in the series up to that race, including DNCs, DNFs, DSQs etc.

2.5 DOUBLE HANDED SAFETY

RRS rule 40 is amended for double handed sailors who must wear a PFD at all times when on deck.

3. ADVERTISING

Advertising shall comply with ISAF Regulation 20, Advertising Code.

4. ELIGIBILITY

Races are open to all boats with:

- 4.1 a current Equipment Compliance Card for the Category in which the boat intends to compete
- 4.2 a current YWA registration.
- 4.3 a current Endorsed IRC certificate for those competing in an IRC division.

5. ENTRIES

- 5.1 Eligible boats may enter by completing a YWA Offshore Race Entry Form and submitting it together with the required fee by the date and time shown on the page for the particular race in this book.
- 5.2 No alteration to an IRC TCC will be permitted later than midnight WST on the Tuesday prior to a race.
- 5.3 The Organising Authority reserves the right to reject an entry at any time up until the Warning Signal of the race.

6. EQUIPMENT AND MEASUREMENT CHECKS

A boat may be inspected for compliance with the Special Regulations and measurements when required to by the Race Committee at any time except whilst racing. A boat shall comply with all reasonable requests from the Race Committee to facilitate an inspection.

NOTICE OF RACE *continued*

7. NOTICES TO COMPETITORS / CHANGES TO SAILING INSTRUCTIONS

If any notices or changes are required, the Flag "L" will be displayed on the Start Boat and the changes will be broadcast on VHF Ch 72 prior to the first scheduled Warning Signal.

8. SCHEDULE OF RACES and COURSES

The calendar of races and detailed information for each race is listed elsewhere in this Handbook.

9. MARKS

Refer to the "DEFINITION OF MARKS" on page 24, or otherwise as listed on the race page

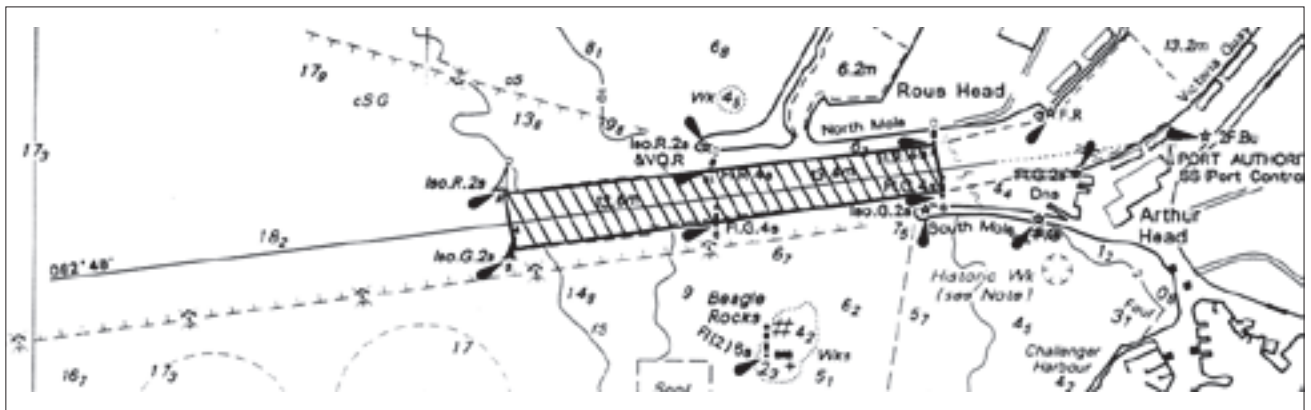
10. COURSE DETAILS

10.1 FREMANTLE HARBOUR ENTRANCE RESTRICTED AREA

Boats while racing shall not enter an area bounded by straight lines joining Green No. 1 Harbour Entrance Buoy. Red "A" Harbour Entrance Buoy.

Red "C" Harbour Entrance Beacon. Green No 3 Harbour Entrance Beacon.

For the purpose of the R.R.S. the area is an **Obstruction**



10.2 DAY BUOY

Where a Day Buoy is mentioned, it will be a marker buoy situated approximately one nautical mile to windward of the Start Line.

Prior to the Warning Signal, the Committee Boat will display a red or green flag.

A RED flag means the mark is to be left to Port.

A GREEN flag means the mark is to be left to Starboard.

10.3 COURSE FLAG

Where more than one course is listed, the Numeral Pennant corresponding to the course number will be displayed prior to the Warning Signal of the relevant class.

11. COMMUNICATION RESTRICTIONS

Information gathered from any source prior to the race may be used during the race but not refreshed after the preparatory signal. After the preparatory signal, competitors may only update weather and other information that is available to the general public without charge. For example data on the internet searchable from Google and accessible at no extra charge to the general public may be used.

12. CREW NUMBER/WEIGHT

IRC rule 22.4.2 will be interpreted as:

The Crew Number printed on each boat's IRC certificate shall not be exceeded unless in so doing the total crew weight does not exceed 85kg multiplied by the Crew Number printed on the certificate.

13. DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk. See rule 4, Decision to Race. The Organising Authority, its associates and appointees will not accept responsibility for material damage or personal injury or death or inconvenience sustained in conjunction with or prior to, during, or after the regatta. By participating in this race, each competitor agrees to release the race organisers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law

14. INSURANCE

Each boat shall be insured with a valid third party liability insurance policy with a minimum cover of \$10 million (ten million dollars) for any one incident. By taking part in a race owners are deemed to have made a declaration that they have such cover.

SAILING INSTRUCTIONS

1. RACING FLAGS

Racing flags shall be displayed from the backstay (or from the leech of the mainsail) at least 1.5 metres above the deck and should be removed if the boat has retired.

Flags are:	Blue Water & Offshore Division 1	Naval Numeral ONE
	Blue Water & Offshore Division 2	Naval Numeral TWO
	Coastal Cup	Naval Numeral THREE
	Double Handed	Naval Numeral FOUR

2. THE START

2.1 RACES WILL BE STARTED USING RULE 26.

2.2 STARTING AREA – FREMANTLE

The Committee Boat will be positioned in the area bounded by Hall Bank Beacon, Burnell Buoy and North Mole, unless otherwise detailed in the Supplementary Sailing Instructions.

2.3 BOAT STARTS

The Start Line will be between a mast or staff displaying an orange flag or shape on the Committee Boat (flying its Club's burgee) at the Starboard end, and a marker buoy at the Port end.

2.4 STARTING TIME LIMIT

A boat starting later than 15 minutes after her Starting Signal (for race category 4) or 30 minutes after her Starting Signal (for race categories 2 or 3) will be scored DNS.

2.5 BROADCAST OF TIMING SEQUENCE

The Race Committee may broadcast the final seconds of each timing sequence on VHF Channel 72.

3. INDIVIDUAL RECALLS

3.1 Rule 29.1 shall apply.

3.2 After the starting signal the Race Committee may broadcast the sail numbers of those boats that have not complied with Rule 29.1. It is the responsibility of a boat to monitor the radio for this information.

4. MISSING MARK

Should a mark of the course be missing, boats shall round or pass at the co-ordinates of the missing mark. A declaration from the skipper and charted evidence may be required as proof of the correct rounding or passing.

5. COMMERCIAL SHIPPING

5.1 PARTICULAR CARE SHOULD BE EXERCISED IN THE FOLLOWING AREAS:

- (i) At the entrance to Fremantle Harbour
- (ii) At the Northern Entrance to and in the Cockburn Sound Channel
- (iii) The deepwater channel in Gage Roads marked by Green No. 1 Buoy, Red "A" Buoy, Green No. 2 Buoy, Green No. 3 Buoy and Red "B" Buoy.
- (iv) Fairway Landfall Buoy

5.2 PENALTY

If the Fremantle Port Authority or any country port authority lodges a formal complaint with YWA that a boat has failed to keep clear, the Race Committee shall score that boat as DSQ without a hearing. This changes RRS 63.1.

5.3 DAMAGING A MARK

Any boat damaging a port authority mark shall notify Race Control immediately and may be responsible for the cost of its repair.

6. ENGINE RUNNING

6.1 USE OF ENGINES

Apart from use of engines sanctioned by Fundamental Rule 1.1 and any other emergency, engines shall only run for charging batteries, or as permitted by 2.2 and 2.3 in the Notice of Race, but in these events, propellers shall not be allowed to turn by action of the engine.

6.2 REDRESS INVOLVING RRS RULE 1.1

In the event of redress for loss of time being claimed under RRS Rule 1.1 "Helping Those in Danger", whether the propulsion engine was used or not, the loss of time shall be supported by logged details of course changes, distances, times, etc. The logged details shall be submitted with the request for redress.

7. CLEARING WEED FROM THE KEEL

Weed shall not be cleared from keels, rudders, propellers or any other appendage by crew going into the water whilst the boat is under way.

8. RETIRING BOATS

A boat that retires shall make all reasonable attempt to notify the Race Committee/Race Control, preferably by radio, as soon as possible and advise the reason for its retirement and its intentions and maintain routine communication until safely in port.

9. THE FINISH

9.1 THE SOUTH MOLE FINISH LINE

The South Mole Finish Line shall be between a point approx 100 metres east of the South Mole Lighthouse and an outer buoy (32° 03.44' S 115° 43.99' E) bearing approx 180° at a distance of 0.1 nautical mile from the South Mole.

9.2 OTHER

Finish Lines are specified on the race details page.

9.3 BOATS FINISHING DURING THE HOURS OF DARKNESS

Boats finishing during the hours of darkness shall illuminate their sails when crossing the line, and should cross as near as possible to the inner end to assist the finish team. *If prevailing conditions render boat identification difficult for the finish team, boats should use VHF radio to ensure they have been identified positively.*

10. POSTPONEMENT and ABANDONMENT

If the race is Postponed or Abandoned, in addition to Racing Rules of Sailing Race Signals, a radio broadcast will be made on VHF CH 72 (and 4146kHz where applicable) and repeated as necessary.

11. PROTEST MEDIATION

All Offshore races will be subject to protest mediation in accordance with the clauses contained in "PROTEST MEDIATION" on page 69.

12. PROTESTS

Protests and requests for redress shall be delivered to a member of the Race Committee of the Organising Authority within the protest time limit.

Category 2 and 3 Races 6 hours

Category 4 Races 2 hours

calculated from the time the protesting boat finishes the race; unless extended by the Protest Committee. The Organising Authority will notify the parties involved of the time and place of any hearings.

A copy of a suitable Protest Form to be used is available from your club.

13. RADIO COMMUNICATIONS

13.1 FREQUENCIES

13.1.1 Compulsory Frequencies:

These are listed in "RADIO FREQUENCY INFORMATION" on page 54.

13.1.2 Race Communications:

Category 2

HF 4146 and 6227 kHz

Category 3

VHF Channel 72 (Mandatory)

HF 4146 kHz (Recommended)

Category 4

VHF Channel 72

13.2 RADIO CHECKS, ALL CATEGORIES

On the day of the race and prior to the first warning signal, each boat shall contact Race Control to check its radio. Failure to demonstrate satisfactory communication shall result in the boat being scored DNS. Race Control will give each boat a reference number after its satisfactory check-in.

13.3 LISTENING WATCH

A CONTINUOUS listening watch SHALL be kept at all times.

All boats shall maintain a continuous dual watch on VHF Channels 72 and 16 whilst racing, and while returning to harbour after retiring from a race.

Boats in Category 2 races shall in addition maintain a listening watch on HF 4146. This may also apply to some Category 3 races as required by the Organising Authority in Supplementary Sailing Instructions.

13.4 POSITION REPORTS FOR CATEGORY 2 AND 3 RACES

Position reports will be called for at the following times each day starting with the first time after the commencement of the race:

13.4.1	HF	VHF
	0520 hours	0540 hours
	1120 hours	1140 hours
	1720 hours	1740 hours
	2320 hours	2340 hours

13.4.2 Supplementary Sailing Instructions may vary the above schedule times and list other reporting requirements.

13.5 POSITION REPORTING PROCEDURE

- 13.5.1 Boats will be called for position reports in alphabetical order. A boat, when called, shall reply with the blocks of figures representing the latitude and longitude (degrees and minutes only) e.g. 32 01 115 38 (for 32° 01'S, 115° 38'E).
- 13.5.2 Boats failing to answer will be called again at the end of the schedule. If no answer is received any boat in the race may send information.
- 13.5.3 In the case of a boat failing to keep a radio schedule or failing to make any other required radio position report the Race Committee may apply a three (3) places penalty on corrected time at its complete discretion and without a hearing (changes RRS 63.1). A boat so penalised will be informed by notification in the race results.

13.6 LOST RADIO CONTACT

If at any time a boat is unable to contact either Race Control or the remainder of the fleet, the following procedure shall be adopted:

- 13.6.1 First try to call COAST RADIO PERTH on 4125, 6215 or 8291 kHz or VHF Channel 16 or a Volunteer Sea Rescue Station on VHF Channel 16 or 73. If contact is made, advise that you have lost radio contact with the fleet and report your position and other relevant information. Request they pass this information to Race Control.
Continue to work Coast Radio Perth or a Volunteer Sea Rescue group after each schedule time if you are again unable to establish communications with the fleet, requesting the station to contact Race Control. (See also SI 8 Retiring Boats).
- 13.6.2 If after missing one schedule and no contact is made with any station during the next two hours, endeavour to make a visual contact with another vessel to re-establish contact with the fleet as soon as possible. Sail close enough for them to identify you.
- 13.6.3 It is of prime importance that a boat should do everything in her power to re-establish contact with Race Control. This could include making for the nearest harbour or waiting for a boat behind to catch up. A search may be initiated if any boat's position and safety cannot be established by any means within three hours of a missed scheduled radio position report.
- 13.6.4 The cost of any unnecessary searches, if instigated, may be charged to the boat(s) concerned.

14. INSURANCE

Each boat shall be insured with a valid third party liability insurance policy with a minimum cover of \$10 million (ten million dollars) for any one incident. By taking part in a race owners are deemed to have made a declaration that they have such cover.

15. DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk. See rule 4, Decision to Race. The Organising Authority, its associates and appointees will not accept responsibility for material damage or personal injury or death or inconvenience sustained in conjunction with or prior to, during, or after the regatta. By participating in this race, each competitor agrees to release the race organisers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

16. WARNING

Sailing and activities associated with it involve risks of personal injury, loss, damage and even death. The risks include but are not limited to, the risk of injury from collision, capsizing, falling overboard and impact with equipment. Any of these events can also result in death.

The risks involved in this activity are heightened by;

- Adverse weather conditions
- Inadequate training
- Fatigue
- Inexperience
- Failure to maintain the boat
- Failure to supply and use the recommended safety equipment
- Failure to observe the RRS and YA Prescriptions, the Special Regulations, the Offshore Sailing Instructions and Supplementary Sailing Instructions.

This warning is given as a risk warning pursuant to Section 51 of the Civil Liability Act 2002 (as amended). Having given this risk warning, the Organising Authority will not be held liable for any personal injury or death, however it may occur.

DEFINITION OF MARKS

All positions are approximate. Charts must be used for navigation.
 This reference table and positions are provided as a ready reckoner for Navigators.
 Any error in the positions shown will not be accepted as grounds for redress.

NAVIGATION MARKS	POSITION		Way Pt
GAGE ROADS			
EASTERN SOUTH PASSAGE TRANSIT BEACON	32° 01.2'S	115° 37.7'E	
WESTERN SOUTH PASSAGE TRANSIT BEACON	32° 01.3'S	115° 37.1'E	
CENTAUR REEF SOUTH CARDINAL MARK	31° 52.7'S	115° 43.0'E	
FAIRWAY LANDFALL BUOY	31° 57.1'S	115° 38.9'E	
HALL BANK BEACON	32° 01.9'S	115° 42.7'E	
KINGSTON REEFS BUOY	31° 58.9'S	115° 33.9'E	
11 METRE BANK ISOLATED DANGER MARK	32° 03.2'S	115° 40.7'E	
GAGE ROADS DEEPWATER CHANNEL			
GREEN No. 1 BUOY	31° 58.7'S	115° 41.4'E	
GREEN No. 2 BUOY	31° 59.5'S	115° 41.4'E	
GREEN No. 3 BUOY	32° 00.0'S	115° 41.5'E	
YELLOW No. 4 BUOY	32° 00.0'S	115° 40.8'E	
RED "A" BUOY	31° 59.0'S	115° 41.7'E	
RED "B" BUOY	32° 00.0'S	115° 41.8'E	
COCKBURN SOUND CHANNEL			
RED "A" CHANNEL MARKER	32° 03.7'S	115° 41.3'E	
"B" CHANNEL MARKER	32° 04.3'S	115° 41.4'E	
"C" CHANNEL MARKER	32° 04.62'S	115° 41.5'E	
"H" CHANNEL MARKER	32° 06.7'S	115° 42.0'E	
"J" CHANNEL MARKER	32° 07.1'S	115° 42.1'E	
"K" CHANNEL MARKER	32° 07.4'S	115° 42.2'E	
"L" CHANNEL MARKER	32° 07.8'S	115° 42.2'E	
"M" CHANNEL MARKER	32° 08.2'S	115° 42.3'E	
GREEN No. 1 CHANNEL MARKER	32° 03.7'S	115° 41.2'E	
No. 9 CHANNEL MARKER	32° 07.1'S	115° 42.0'E	
No. 10 CHANNEL MARKER	32° 07.5'S	115° 42.1'E	
No. 11 CHANNEL MARKER	32° 07.8'S	115° 42.1'E	
No. 12 CHANNEL MARKER	32° 08.2'S	115° 42.2'E	
SOUTH TRANSIT BEACON (FRONT)	32° 08.7'S	115° 42.4'E	
SOUTH TRANSIT BEACON (REAR)	32° 09.2'S	115° 42.5'E	
"F" CALISTA CHANNEL MARKER	32° 11.9'S	115° 45.7'E	
"G" CALISTA CHANNEL MARKER	32° 11.5'S	115° 45.8'E	
FREMANTLE HARBOUR ENTRANCE			
GREEN No. 1 HARBOUR ENTRANCE BUOY	32° 03.5'S	115° 43.0'E	
RED "A" HARBOUR ENTRANCE BUOY	32° 03.3'S	115° 43.0'E	
SOUTH MOLE FINISH LINE OUTER BUOY (Red & White PVC pipe)	32° 03.5'S	115° 44.0'E	
BEAGLE ROCKS ISOLATED DANGER MARK	32° 03.6'S	115° 43.6'E	

NAVIGATION MARKS	POSITION		Way Pt
COCKBURN SOUND			
EASTERN CHALLENGER PASSAGE LEAD BEACON	32° 08.7'S	115° 40.2'E	
JERVOISE BAY NORTH CARDINAL MARK	32° 08.9'S	115° 45.0'E	
JAMES POINT BUOY (Yellow)	32° 13.1'S	115° 44.5'E	
OUTER PORT BUOY, CHALLENGER PASSAGE	32° 08.3'S	115° 38.9'E	
OUTER STARBOARD BUOY, CHALLENGER PASSAGE	32° 08.3'S	115° 38.8'E	
SOUTHERN FLATS BEACON	32° 15.2'S	115° 43.5'E	
STIRLING CHANNEL GREEN No. 1	32° 12.3'S	115° 44.7'E	
STIRLING CHANNEL RED "A"	32° 12.2'S	115° 44.7'E	
WOODMAN CHANNEL RED	32° 09.3'S	115° 44.1'E	
SPAR BUOYS			
BURNELL BUOY (Red & White PVC pipe)	32° 01.4'S	115° 44.3'E	
CAMPBELL BUOY (Red & White PVC pipe)	31° 59.2'S	115° 44.3'E	
STANTON BUOY (Red & White PVC pipe)	32° 03.3'S	115° 39.5'E	
FSC CLUB BUOY "W" (Yellow)	32° 04.0'S	115° 41.6'E	
HILLARYS YACHT CLUB SPAR BUOYS			
ANCHOR BUOY	31° 51.13'S	115° 43.5'E	
BEACH BUOY	31° 51.7'S	115° 44.4'E	
WHALE BUOY	31° 52.0'S	115° 43.2'E	
FOAM BUOY	31° 50.6'S	115° 43.2'E	
SORRENTO BUOY	31° 50.2'S	115° 44.4'E	
SCARBOROUGH BEACH	31° 53.4'S	115° 44.6'E	
SEA MARKS			
FAIRWAY BUOY, GERALDTON	28° 46.2'S	114° 31.8'E	
SOUTHERN END, HORSESHOE REEF	32° 25.6'S	115° 40.0'E	
WEST OF PEELHURST	32° 26.0'S	115° 44.4'E	
TCYC BUOYS			
CLUB BUOY "E" (PVC pipe)	32° 16.0'S	115° 44.2'E	
CLUB BUOY "F" (PVC pipe)	32° 16.3'S	115° 43.7'E	
CLUB BUOY "I" (PVC pipe)	32° 16.3'S	115° 43.0'E	
CLUB BUOY "J" (PVC pipe)	32° 16.1'S	115° 44.0'E	
CLUB BUOY "L" (PVC pipe)	32° 15.8'S	115° 43.4'E	
CLUB BUOY "Q" (Yellow Buoy approx 100m east of finish line)	32° 16.4'S	115° 43.6'E	
CLUB BUOY "Y" (PVC pipe)	32° 15.3'S	115° 44.1'E	

YACHTING WESTERN AUSTRALIA
Offshore Rounding Marks
Hillarys to Rockingham

NOT INTENDED FOR NAVIGATION



Source information - Transport, W.A. Nautical Chart WA001

CAPE VLAMINGH RACE

<i>Organising Authority</i>	EAST FREMANTLE YACHT CLUB		
<i>Date</i>	Saturday 22nd October 2011		
<i>Warning Signal</i>	Offshore Division 1 & 2	0925	Course 1 39 n miles
	Coastal Cup & Double Handed	0930	Course 2 23 n miles
<i>Safety</i>	Category 3	Offshore & Double Handed	
	Category 4	Coastal Cup	
<i>Trophies</i>	YAH Offshore Divisions 1 & 2, Coastal Cup & Double Handed		
<i>IRC</i>	Offshore Divisions 1 & 2, Double Handed		
<i>Series</i>	Archambault Offshore		
	Sailing Products Coastal & Double Handed		
	YWA Consistency		
<i>Start</i>	Boat Start Fremantle		
<i>Entry Fee</i>	\$40		
<i>Entries</i>	Must reach EFYC no later than 1700 Hrs Monday 17th October 2011		

Offshore DIVISION 1 & 2 COURSE 1

Crossing the Start Line
 Day Buoy
 Gate: Eastern South Passage Transit Beacon to Stb
 and Western South Passage Transit Beacon
 to Port
 Cape Vlamingh to Stb
 Fairway Landfall Buoy to Stb
 Eastern South Passage Transit Beacon to Port
 to South Mole Finish Line

Offshore DIVISION 1 & 2 COURSE 2 (Light/Heavy Weather). Coastal & Double Handed COURSE 1

Crossing the Start Line
 Day Buoy
 Gate: Eastern South Passage Transit Beacon to Stb
 and Western South Passage Transit Beacon
 to Port
 Day Buoy-1n.m East of Phillip Rock to Stb
 (approx location 115.34.50°E 32.00.3°S)
 Fairway Landfall Buoy to Stb
 Eastern South Passage Transit Beacon to Port
 to South Mole Finish Line

**EFYC RACE CONTROL
 (at FSC RACE OFFICE)
 9430 6063**

