



Melbourne to Osaka Newsletter #4

21st July 2017

OSAKA CUP 2018
Melbourne to Osaka Double-Handed Yacht Race

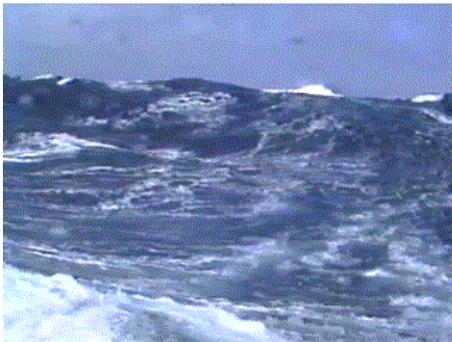
2 sailors, one boat, 5500Nm non stop, how hard could it be ?

Things are hotting up now that the field is set for the race. Some upcoming dates have been set and some decisions made. Usually you start talking about the weather when there is not much else to say. This newsletter is different, there is a lot to say, but let's start with an article from 'the weather guru, Robin Hewitt.

IT'S ALL ABOUT THE WEATHER

A Weather Perspective by Robin Hewitt

The Melbourne to Osaka race is unique because it crosses the weather climate systems of the world.



It starts from Melbourne in the 'autumn westerlies' wind belt. Next, as the yachts move north, they must cross through the centre of the southern belt of high pressure systems, with predominantly light winds or calms. Here there are two strategies possible: aim for ocean eddies and currents for a lift north, or stick close to shore, to hopefully avoid the eastern Australian south flowing current and gamble on coastal breezes. These are individual decisions which require knowledge of your boat and its performance characteristics,

interpretation of the
Hopefully, the cyclone
10 deg. south is

After breaking out of the
equatorward side of the
east trade winds and
meeting the Inter



combined with a personal
current weather situation.
zone of Latitude 20 deg. to
quiescent.

light weather, the
highs gives rise to the south-
glorious spinnaker runs until
Tropical Convergence Zone.

The ITCZ, affectionately nicknamed the Doldrums, is known for its light winds and calms. It lies

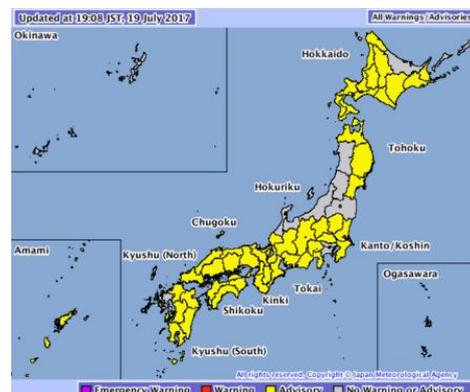


roughly in the area around the Solomon Seas and yachts must also squeeze through the 'Gate' between the Islands - a navigational challenge.

In the tropical areas, convection storms plague the yachts with blasts of high winds and tactical challenges to produce the best directional gains. Battling exhaustion combines with these difficulties to test the sailors further. Ocean currents and wind effects are further decision points in this area, perhaps illustrated by New Ireland which is a narrow, razor backed, yet very high island with many influences. Also there is the

Northern Typhoon area between 10deg and 20deg N. Breaking through this frustrating zone, yachts next enter the southern side of the northern high pressure belt, otherwise known as the north-east trades. Here the miles mount and the passage to Japan quickens, with a series of tremendous daily runs before once again having to get through the light winds of the high pressure systems' centre.

Now it's time to prepare for the strategic approach to Japan in the fringe of the northern westerlies zone. By now the much fabled North Pole Star will have been visible in the night sky for some time. Usually somewhere around here, a vigorous low pressure system will bring strong winds. For southern hemisphere sailors, the weather systems now operate in the opposite directions requiring interpretation skills and unusual (to them) weather planning. Japan lies not only in the fringe of the northern westerlies, but its weather is highly influenced by the continental land mass of Asia and Siberia particularly. In addition, it has its own version of the East-Australian Current, the Kuroshio, which has to be negotiated carefully in order not to be swept away from Osaka.



Fortunately, the Japanese weather bureau produces excellent information and mapping to enable



good decision making. Negotiating a crowded shipping route to Osaka Bay brings the final challenge, of traversing an area filled with vessels of all kinds and differing shorelines unusual to first time visitors. Winds here can be strong but more usually very light and the finish is near a river mouth, which after heavy rain can result in adverse currents requiring persistence and determination. So close to finishing, after so long at sea and so many obstacles!

The elation of accomplishment and the wonderful welcome at Hokko Yacht Club is the pinnacle. Good luck to all competing in the 2018 'Yachtsmans Everest'.

Here is a collection of news items that may have reached your inbox. Please follow the links if you haven't caught up.

NEW WEBSITE

The new MelbourneOsaka.com website has been well received with its fresh, clean look and feel. Most of the [competitor and boat profiles](#) are up. It's a living, breathing section of the website and we encourage you to nominate one of your shore crew to keep your information up to date. Changes and links may be sent via email to Ian McWilliams: media@melbourneosaka.com.

Thank you Ian on behalf of the Melbourne to Osaka community for the time and effort you have so generously given to this project and congratulations on a job well done.

ACCOMMODATION

For those planning to travel to Osaka, we hope you caught Ian's informative article about arranging accommodation: '[Have you booked yet?](#)'. With [Golden Week](#) falling during the period the boats will be finishing, the only thing left to say is, HURRY!

There is a [women's only hostel](#) on the apron (no pun intended) at Hokko. For anyone planning to travel to Osaka it is a cheap and very convenient option to stay there until your boat arrives.



FLIGHTS

Friends and family planning to greet you in Osaka should be starting to plan their trip. There are no direct flights from Melbourne but there are many options for single stopovers available. Quite a few airlines have flights for less than \$1,000 return. Another option is to fly to Cairns where there is a connecting Jetstar flight to Kansai Airport, Osaka. At the moment, direct economy flights are less than \$500 each way from Cairns, a 7½ hr flight.

SAILING INSTRUCTIONS AND NOTICE OF RACE UPDATES

There will soon be a final amendment to the Notice of Race, we are just getting some final Australian Sailing and World Sailing approvals first. When we do the next amendment, we will produce an updated copy of the Notice of Race with all amendments included. Until then please read the NoR together with the amendment documents.

A draft of the Sailing Instructions has been produced and the finishing touches are being made prior to publishing. Keep an eye on the web site under [Race Docs](#).

Please note the requirements for the Medical kit as outlined below.

STABILITY

We have previously reminded people not to leave their stability testing too late, this could well be a show stopper for some. Any questions on stability requirements, please contact race organisers, specifically Ray Shaw or Simon Dryden from the ORCV.



SAFETY AUDITS

This is the time to be thinking about the Cat I+requirements and equipment list. [2017-2020 Blue e-book Special regulations Part I for Racing Boats](#).

Extra attention should be given to the new regulations which come into effect from 1 July 2017. A summary of the changes is available [here](#):

Principal safety officer, David James is preparing an audit team with a focus on providing advice and support to help you get your boat to the start line. He is available to meet with competitors for a pre-audit briefing and may be contacted on 0418 515 720 or you may email him at yachtingportphillip@mac.com.



PAPER OR ELECTRONIC COPIES OF PUBLICATION?

The safety officer has advised that the race will accept the carriage of publications in electronic form as long as the storage device has an independent battery source.

MEDICAL KIT

Rosie Colahan, chief medical officer for the race, has prepared a list of requirements for medication above and beyond the blue book. You will find the draft medical kit requirements [here](#). Don't rush out and buy your medications just yet. Dr Rosie will present on Staying Healthy and the First Aid Kit at the next webinar, scheduled for 27 September @ 7pm. You may have seen the website article [Getting Your Health Onboard](#). These requirements, specifically the differences from a Cat I kit, will be included in the formal race documents, either the next Notice of Race amendment or the Sailing Instructions.

Be prepared to declare and temporarily relinquish any Class A drugs (and those containing codeine) on your arrival in Osaka. These will be returned on customs check-out. Stowed separately in a lockable container, clearly marked with the race name, boat name and skipper's name will make this process easier on arrival. Here is [some advice](#) from the Embassy of Japan in Australia.

WELCOME LETTER FROM SANDRINGHAM COMMODORE



You will have received a letter from Commodore Davis welcoming visiting yachts to the club. As yachts will start arriving from October 2017 and because of the number of yachts involved, club members have been asked to support the event by making room to accommodate the visitors.

Visiting yachts hosted at SYC will deal with SYC directly for mooring arrangements and yard bookings.

SHIRTS

For all of you busy with your to-do lists, in the scheme of things your shirt size seems a trivial issue. Take a moment. Only 64 competitor shirts will be issued. You will treasure your race shirt as much as your trophy. Get your shirt sizes in to George asap geoshaw@ozemail.com.au, but remember, once given, you can't put on any weight!



STATE OF ORIGIN – WHAT THE ...

To celebrate the National and International interest in the Melbourne to Osaka 2018, someone (no prize for guessing who) came up with the idea of holding a *State of Origin* series. Read all about it [here](#).

CONTAINER

If you missed the recent web article, [Bound for Osaka](#), here it is. The organisers are arranging a container to meet the fleet in Osaka. One cubic metre is being allocated per boat.

All cartons and packages need to be clearly labelled with the race name, boat name, skipper's name and address C/- Osaka Hokko Yacht Club. A manifest listing the number of cartons and a summary of contents is to be provided on loading day. Contents may include:

- dinghy,
- outboard motors, no fuel or leaks
- additional chain and anchors
- ships supplies (including alcohol) for return journey (no drugs)
- Charitable donations for return trip, eg. School supplies, sporting goods (balls & pumps), fishing supplies, snorkel gear

There is an exemption from customs duty for temporary admission of certain items (items destined for re-exportation, for example). For further information about Japan Customs, [here](#) are some details.



ADVERTISING ON BOATS

The Melbourne to Osaka Yacht race, as an offshore race >800Nm, is bound by the World Sailing Regulations (Regulation 20) on advertising. This rule provides limits to the size of advertising, eg 20% of the hull length. For details of this rule, see <http://www.sailing.org/25348.php>. For yachts between 8 and 15m this is approx. 2m of the hull length.

Our interpretation of this rule for the Melbourne to Osaka race is that it will restrict the size of the wording and/or logos, not necessarily the associated coloured graphics. If you have concerns relating to this restriction, please contact race organisers.

As per section 14 of the Notice of Race, the race organisers wish to reserve for race sponsors and race management the following:

- The backstay for flags
- The boom
- The first 2m of the bow



We need to support our race sponsor Sundance Marine and respect their investment in the race. On a practical level please be mindful of any advertising which might clash with their business or cause embarrassment, if unsure ask. Please note rule 12.2 which asks competitors to advise the OA of advertising they intend.

SAFETY AND SEA SURVIVAL TRAINING

It is a mandatory requirement for all competitors to hold a current Safety and Sea Survival certificate. The ORCV, an Osaka race partner and the largest Australian Sailing qualified training provider in Victoria, have scheduled the following SSSC courses in the lead up to the race.

Full two day course:

<http://orc.v.org.au/index.php/training/safety-sea-survival-course-sssc>

One day revalidation course:

<http://orc.v.org.au/index.php/training/sss-revalidation-course>

Courses are scheduled for:

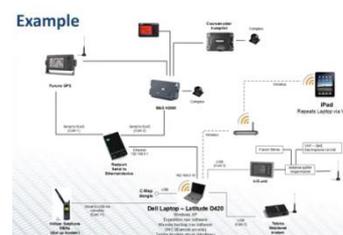
- 16&17 September 2017
- 18&19 November 2017
- 3&4 March 2018



The training location is Wesley College on St Kilda Rd in Melbourne. Use the links above to book.

INSTRUMENTATION AND COMMUNICATIONS

If you have missed any of the webinars, they are all on the Useful Links page under the Info menu on the website. In June, Paul Roberts a previous competitor on Cadibarra 8 spoke about instrumentation and communications. Worth a [listen](#) if you missed it.



DISCOUNTS FOR ENTRANTS

We are working on discounts for entrants. If you are planning to purchase the following items, be aware we are currently negotiating some special deals:

- Membership to SYC
- Purchases from the Sundance chandlery
- Gill clothing
- Rainmaker watermakers

THAT BIRD JUST KEEPS ON CHIRPING....

Rod Smallman (Maverick skipper and owner of Chirping Bird) is now a reseller for Expedition and is offering the software at the special price of \$1,295.00 for those associated with the Osaka Cup (25% discount on the RRP) plus a donation to the race of \$100 for each sale. Those interested in looking at Expedition are invited to contact Rod directly on 0418 535 161 or via email to rod@intowine.com.au.

IT'S A DATE!

Update your diary with these important events

- Wednesday 27 Sept 2017 @ 7pm
 - Wednesday 28 Feb 2018
 - Wednesday 7 March 18
 - Wednesday 14 March 2018
- Webinar - First Aid Kit and Staying healthy
Offshore First Aid seminar
Sail Repair seminar
Melbourne Town Hall reception

Published 20th July 2017

KEY CONTACTS

Role	Name	Email
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