



**OSAKA CUP 2018**  
Melbourne to Osaka Double-Handed Yacht Race



SUNDANCE MARINE

OSAKA CUP 2018  
Melbourne/Osaka Double-Handed Yacht Race

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*This is Version 3.1 of the Entrants Guide to the Osaka Cup 2018. It supersedes V2.1.*

*It will be updated, and additional information included as time and circumstances allow. Comment and contributions are welcome and can be emailed to:*

*[cl@melbourneosaka.com](mailto:cl@melbourneosaka.com). Some of the information may be found elsewhere, but it was thought that having the most useful pieces in the one place would be of assistance. We hope that is the case and look forward to your feedback.*

*Compiled by Julie Davis*

# 1 Port Phillip to Osaka Bay

## 1.1 Port Phillip Heads Entry and Exit

The Port Phillip Heads can be quite dangerous to navigate, especially in an ebb tide in particular when there is a strong South Westerly wind. Competitors should note that the stream flows continue up to 3 hours after high/low tide, rather than looking at tide forecasts look for stream flow forecasts. Refer to the BOM site for this:

<http://www.bom.gov.au/australia/tides/#!/vic-the-rip>

Entry and exit through the Heads should be done on the Western side, refer to navigational charts and the channel "Four Fingers West". It is recommended that deeper keel boats refer to an excellent article by Nick McGuigan on the ORCV web site – Transiting the Rip.

[ORCV - Transiting the Rip - By Nick McGuigan](#)

There are good lead lights/marks at Point Lonsdale for the various shipping channels but do some research prior as they can be a little confusing for the first time. On approach to the Heads radio "Lonsdale VTS" on VHF 12 and they will provide shipping traffic forecasts. Note that the deep-water channel for ships is quite narrow despite looking quite wide. Ships cannot alter course so stay clear. There is a nasty submerged rock, "Corsair Rock" on the Eastern side, stay well clear.

Once through the Heads, most yachts transit up the West Channel rather than the main Southern shipping channel, cutting several hours off the trip to Melbourne. The West Channel is clearly marked but does have shallow edges. Once clear of West Channel Pile, navigating to Melbourne is quite straight forward. If stopping into Queenscliff harbour, be very careful of the strong current through the narrow cutting. If stopping into Blairgowrie or Sorrento be very careful navigating the Sorrento channel, which is not suitable for deep draft boats.

## 1.2 Navigational Information (see Japanese Chart No: W150c and W150a)

### 1.2.1 Course to Osaka

Summary (details of the nominated marks are below): In order to head for the Port of Osaka from Kii-suido (Channel), competing yachts are required to navigate, keeping enough distance from I-shima (Island) and Hino-misaki (Cape). Turn to starboard side slightly from the center of Yura-seto (Tomogashima-suido) and sail northward. When off Sumoto Light Buoy on the port side, turn to approximately 047° (Mag.Co.) toward the Port of Osaka. See details below.

## 2 Kii-suido, Tomogashima-suido (Channel) and Osaka Bay

### 2.1 Kii-suido - Outline

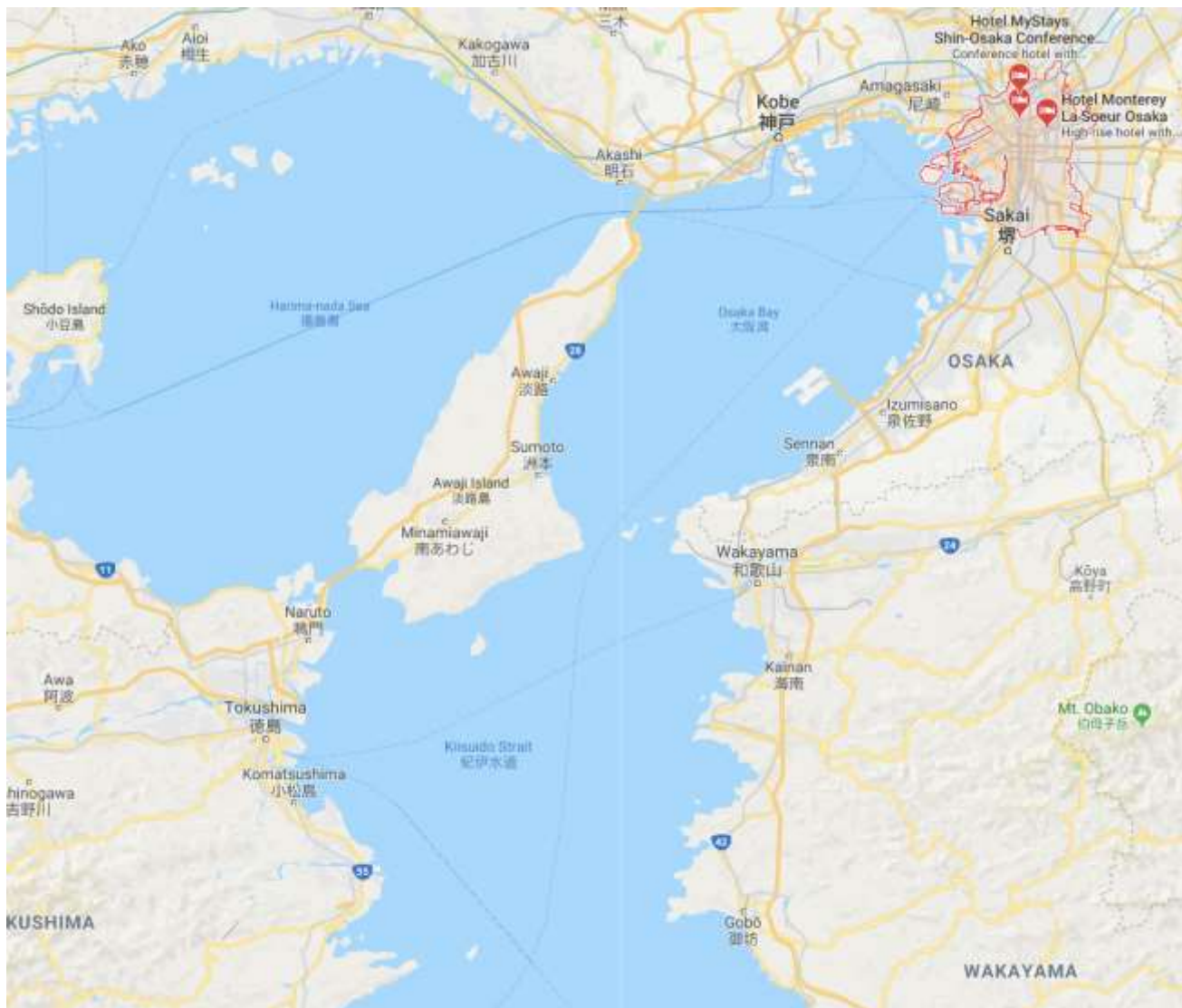
The channel, at the eastern entrance of the Seto Inland Sea, lies between the east coast of Shikoku Island and Kii Peninsula (the southern part of Honshu Island east of Shikoku Island), extending approximately 20 n.m. in both east-west and north-south directions. There are a lot of good harbors along the east side of the Channel and the waters on the west side are shallow with many rivers flowing into it. Along the south coast of Awaji Island, the water depth measures about 10 m at around 200 m off the coast.

#### 2.1.1 Sea Condition

The currents generally flow in north-south direction. At the center of the Channel between I-shima and Hino-misaki (, the tidal time is approximately one hour prior to that of Yura-seto at Tomogashima-suido (Channel) and the currents flow at a maximum of one knot.

Generally, the tidal time will be gradually delayed as one goes northward. Around the area 2.2 n.m. west of Hino-misaki, the rising tide flows northward at around one knot leading the high tide along the surrounding coast by two hours and the falling tide flows southward. Off Hino-misaki, tidal currents from the south generate outstanding waves with the northerly winds.

See: <https://www.google.com.au/maps/@34.251871,135.1783514,9z>



Cape Kamoda Misaki is located at the most easterly point of Shikoku. From the front of the lighthouse that stands on the cliff at the tip of the cape, the view of Ishima Island 'floating on the ocean' is superb. According to the "Territorial Waters Act", Cape Kamoda Misaki is one of the starting points of the mass of water that makes up the Seto Inland Sea. As per the map below, the line drawn between Kamoda Misaki lighthouse in Tokushima and Hinomisaki lighthouse in Wakayama denotes the edge of the sea.



#### 2.1.2 Landmarks

There are radio signal stations at Shiono-misaki on the Kii Peninsula, Muroto-misaki on Shikoku Island and Hino-misaki. At the south entrance of the Channel, there are lighthouses at Hino-misaki, I-shima and Kamoda-misaki. To the north, there are lighthouses at Nu-shima, around Tomogashima-suido.

#### 2.1.3 Culture facilities / farms

There will be farms of seaweed within 0.8 n.m. along the west coast of the Channel from October to May, and within 0.6 n.m. along the south coast of Awaji Island from October to June.

#### 2.1.4 Places where fish gather

There are a lot of such places along the east coast of the Channel, around Nu-shima and the south coast of Awaji Island.

## 2.1.5 Navigational attention

2.1.5.1 *A number of small craft sail around Hino-misaki and many fishing boats will be in operation off Hiiwan to the north of Hino-misaki, which requires careful navigational attention.*

2.1.5.2 *It is requested to avoid being swept toward the main island (starboard side) between Hino-misaki and Tomogashima-suido. It is safer to sail within the light area (273° ~ 172°) of Kii Hino-misaki Lighthouse at night time.*

## 2.2 Tomogashima-suido

### 2.2.1 Outline

It is a channel between the southeast tip of Awaji Island and the northwest tip of Kii Peninsula. It is divided into three smaller channels: Yura-seto, Naka-no-seto and Kata-seto by the two islands: Okino-shima and Ji-no-shima, which are collectively called Tomogashima. Although the west channel, Yura-seto, is the main channel, this channel would pose much pressure to sailors. The navigable width of the channel is very narrow, only 1.5 n.m. wide, and the currents flow relatively fast. In addition to these geographical conditions, the traffic is busy in this area because this is a key transportation point connecting Osaka Bay and the outer sea. Being a good fishing point is also creating difficult conditions for ships passing by, as a large number of fishing boats are operating in this area.

### 2.2.2 Sea condition

Irregular tide is observed. This happens a lot at the high tide and seldom happens at the low tide. Meanwhile, the tide height does not differ as much at the high tide as it does at the low tide, in which one mean low water stays at the average height and others become considerably low. This outstanding low tide always happens in spring afternoons, which results in only one tide per day. Tidal currents differ a lot in both northward and southward directions, particularly at the neap tide in spring and autumn.

### 2.2.3 Tidal currents

At the center of Yura-seto, regular currents in north-south direction flow for some 6 hours during the high tide in spring and autumn. (Please refer to the Tide Table.) During the neap tide in spring and summer, the northward current flows faster at night time than in daytime. During the neap tide in spring, the southward current in the afternoon flows faster than that in the morning. The strongest current during the high tide will be 3.6 knots (northward) at Yura-seto, 2.3 knots (southward) at Kata-seto and 1.4 knots (northward) at Naka-no-seto.

### 2.2.4 Landmarks

Oisi-no-hana (Point) is a point with trees of a steep bluff located on the southeast tip of Awaji Island. At the Point, a lighthouse and a white building to the northeast side are outstanding. The north side of this Point is a downhill continued to a low land with pine trees, facing Naru-ga-shima having the south entrance of Yura Harbor in between. Naru-ga-shima is an island that stretches in a north-south direction to the west of Yura-seto. It is high in the north part where a hotel is located and other part is low with bush. There is a lighthouse on the southern tip.

Tomogashima is a name of Oki-no-shima and Ji-no-shima collectively. Oki-no-shima is 119-m high with many trees and a lighthouse on the western tip. Ji-no-shima is 94-m high with a lighthouse on the eastern tip.

### 2.2.5 Shallows

Yura-seto is a channel between Awaji Island and Oki-no-shima, and there are shallows that stretch for 0.5 n.m. eastward from Naru-ga-shima.

Naka-no-seto is a narrow and shallow channel between Oki-no-shima and Ji-no-shima. Kata-no-seto is a channel between Ji-no-shima and the north western tip of Kii Peninsula. Although it is 20 m deep and 50 m wide, it is not recommended for the competing yachts to navigate, as the sea bottom is rocky and it flows fast.

### 2.2.6 Places where fish gather

There are such places around and south of Tomogashima.

## 2.2.7 Navigational attention

- 2.2.7.1 *Generally, smaller craft navigate Kata-seto, however, many go aground to the northeast coast of Ji-no-shima and south of Takura-saki at poor visibility. The competing yachts are recommended to pass Yura-seto as in the Sailing Instructions.*
- 2.2.7.2 *Fishing boats are seen many from early morning until around noon. Sometimes a large cluster of boats is observed in the waters west of Oki-no-shima. Around 4:00 a.m., many boats sail out fishing from Shimo-tsu Port of Wakayama. In spring and summer, drift net fishing is widely found in this area. Around 8:00 a.m., more than 100 fishing boats are operating in this area throughout the year.*
- 2.2.7.3 *Competing yachts are required to pay attention to the traffic of large ships and pilot boats, as there is a pilot embarkation / disembarkation point at about 7 n.m. to the south of Tomogashima lighthouse.*
- 2.2.7.4 *Tomogashima-suido and its surrounding waters is the main channel between Kii-suido and Osaka Bay. The currents flow relatively fast and the traffic is busy with smaller craft and fishing boats sailing or in operation, while larger vessels and car ferries navigate. For the safety at Yura-seto, the Maritime Safety Agency recommends a separate navigation rule as follows:-*
- 2.2.7.5 *Those vessels to pass Yura-seto northward and southward should sail 150 m off the line of 134° 58' 50" E in the area between 34° 15.9' N and 34° 17.9' N.*
- 2.2.7.6 *Northbound vessels to Osaka Bay and southbound vessels from Osaka Bay should pass Yura-seto looking off Sumoto Light Buoy (34° 21.3' N, 135° 00.5' E with radar reflector and radar beacon) to the port side.*

## 2.3 Osaka Bay

### 2.3.1 Outline

The Bay is located at the eastern end of Seto Inland Sea and oval-shaped stretching some 30 n.m. long in the north eastern and southwestern directions and some 15 n.m. wide. There are no islands or rocky sea bottom inside the Bay. There are two major ports of Kobe and Osaka as well as smaller surrounding ports along the coast with a number of vessels, both large and small, visiting these ports.

### 2.3.2 Sea conditions

Tidal character is similar to that of Tomogashima-suido. Water height in the Bay can be increased by some 60 cm with southwest winds caused by a low pressure. Tidal currents are not strong in the Bay except at Tomogashima-suido.

### 2.3.3 Landmarks

There are not many outstanding landmarks in the Bay other than navigational marks, however, tall chimneys, oil tanks and cranes along the coast can be good landmarks. At the Port of Osaka, there are outstanding landmarks such as Osaka WTC Building of 256-m high, Kansai Electric Thermal Power Plant chimney of 205 m painted pale light blue, white Harbor Radar with a lighthouse on the top and red big Bay Bridge. See the attached Chart.

### 2.3.4 Culture facilities / farms

There will be farms of seaweed within 0.6 n.m. from the coast between Fuke Harbor and southwest area of Hannan Port Izumisano Section from October to June. Other farms will be around 6 n.m. south of Kobe Lighthouse from October to June. Flashing light buoys are placed around the farms.

## 2.4 Places where fish gather

Such places are scattered off the area between Tomogashima-suido and Hannan Port Izumisano Section.



## 2.5 Navigational attention

- 2.5.1 Kansai International Airport is located off Senshu. The aviation law restricts the waters under the approaching area to the runways.
- 2.5.2 Attention should be paid to car ferries and express passenger boats between Tsuna Port of Awaji Island and the ports of Izumisano and Senshu.
- 2.5.3 In the Bay, drift net fishing boats less than 10 gross tons will be in operation from one hour before the sunset and to one hour after the sunrise. Attention should be paid to the nets which extend from 300 ~ 1,500 m.
- 2.5.4 It is often foggy early in the morning around the Port of Osaka and attention should be paid for the poor visibility.
- 2.5.5 The currents inside the breakwaters of the Port of Osaka are generally weak, however, it can be strong in the spring tide and where rivers flow into after heavy rains. Since there is a south stream in the northeast area of the Bay, the falling tide can flow strongly.  
See also: <http://melbourneosaka.com/wp-content/uploads/2017/09/2018-Osaka-Sailing-Instructions-V1.00-Final.pdf> Appendix C and D

## 2.6 Meteorological Data for April, May and June in Osaka

Average Temperature	April,	May	June
Average Humidity	14.8°C	19.4°C	23.2°C
Average Wind Speed	60%	62%	69%
Prevailing Wind	3.5m / s	3.3m / s	3.2m /s
Average Precipitation	NE(20%) 121.1mm	NE(20%) 139.6mm	NE(20%) 201.0mm

## 3 Preparing for an Equipment Audit Check

Key advice/questions from auditors to competitors:

### 3.1 Fuel

- Do you have enough fuel to keep your electrical systems charged?
- Do you need to upgrade your alternator?
- Have you considered a standalone generator?

### 3.2 Water

- Have you considered water purification? Things start to grow quickly in the tropics.
- Lots of separate containers (eg. 5 litre) for emergency water.
- Are your tanks clean? REALLY CLEAN?
- Water maker?
- Rain water collection?

### 3.3 Electrical Systems

- Do you have an energy management plan?
- Do you know what each system consumes (ie. fridge/freezer in the tropics, autopilot in heavy seas, water maker, etc) ?
- Do you have alternative power sources including solar, wind and/or hydro and do you know what they will deliver under 'normal' operating conditions?
- What is the charging profile of your batteries? To what level do you plan to charge: 80%, 90%, 95% ?

### 3.4 Autopilot

- Wind or electric?
- How much power does it take to run this continuously? How much diesel does that translate to?

### 3.5 Drugs

- Do you have a locked container for S8 drugs?
- Are there other drugs that may need to be locked away before entry to Japan?
- Are you aware that the Japanese authorities will impound relevant drugs on arrival? Do you know which drugs will fall in to this category?

### 3.6 What to expect

See link to ORCV article: [ORCV - Preparing for an ORCV equipment audit](#)

A safety audit is an inspection conducted by an accredited National Equipment Auditor (NEA) who represents the ORCV, which must be done prior to competing in an ORCV ocean race. It does not remove or replace the owner's ultimate responsibility for safety, nor does it cover crew training/experience or an assessment of hull structure, stability or integrity.

The audit is simply an independent assessment that the owner has complied with Australian Sailing Special Regulations and it is valid until the end of June each year. For that reason, the owner must self-audit prior to each race to ensure compliance. A Safety Audit form is available on the Australian Sailing (AS) website <http://www.sailing.org.au/sport-services/safety/nea-scheme/national-equipment-auditor-form/>  
The compliance requirements are set by Australian Sailing in the Blue e-book together with any updates available on the AS website.  
<http://www.sailing.org.au/wpcontent/uploads/2017/06/170601-Special-Regulations-Part-1-Keelboats-1.pdf>

Some races run by the ORCV are considered "plus", which means there may be some additional items needed. These are all clearly laid out in the Notice of Race. For people new to ocean racing the Special Regulations can appear overwhelming, but there is plenty of assistance and advice available to owners via the ORCV. For owners renewing, the process should be a lot easier the second time.



While some requirements are "black and white", others require a degree of interpretation. In such cases, the national body (AS) sets policy and provides guidance to the auditors. People frustrated by the need for, or interpretation of, a requirement should not take that out on the auditor. Auditors are volunteers and they do not set the rules. In the case of a dispute, there is a well-defined resolution process involving other auditors and the ORCV and ultimately owners may refer the matter to AS for an Interpretation, in accordance with SR 1.01.5.

The audit is ideally a one off audit (renewed annually), taking about an hour and a half. More often than not, it includes a short "revisit" to verify resolution of a "short list" of items needing further work. The revisit should take no longer than 15mins. Any audit taking longer than an hour and a half, or requiring two or more revisits is indicative of poor preparation by the owner and will incur a fee. Preparations – 6 weeks before you need it Why 6 weeks? Because preparation takes 2 to 3 times longer than you think!

Firstly, download the relevant audit form from ORCV 'race documents' and AS web sites. Work through the list yourself, with the Blue e-book beside you, and make your own list. Remember the Blue e-Book and Notice of Race takes precedence over any checklists the ORCV or other clubs might produce. You will end up with lists; things to check, things to buy, things to fix. It will take a couple of weeks to prepare the first time around and make sure the crew all help.

Preparing for an ORCV equipment audit Ocean Racing Club of Victoria [www.orcv.org.au](http://www.orcv.org.au) Reviewed V.2 June 2017 Page 2 of 4 Requirements come in four main categories:

1. The actual boat
2. Stuff that typically lives on the boat
3. Stuff that lives in the shed(s)
4. Personal (crew owned) gear

When an auditor checks, they are going to first want to know that you have it, secondly, know it's in service/it works ,and finally that you know how to use it.

This is particularly the case for the more complex things like emergency steering. A couple of tips:

- Proving something is in service is much easier if you have with you copies of the service certificates
- Personal (crew owned) gear and certificates are the hardest things to collect and keep in one place, you need all of the crew gear present for the audit
- Take photos of more complex things like the emergency steering set up on the boat. This provides the added advantage of helping with crew training
- Medical kits take weeks to collate, allowing for documentation a pharmacist may need (see ORCV web site and/or contact the ORCV office for this), time to order in items not normally kept in stock and tracking down some of the more obscure items. Laminate a summary of each kit along with expiry dates, ensure it is visible on the kit.
- Stuff needs to be on the boat for the audit, not in the locker or off getting serviced
- Involve the crew, especially watch leads.

It is not safe for only one person to know what and where each piece of equipment is. Preparations – 4 weeks before you need it First find an auditor and book the audit. A list of auditors is available on the ORCV Web site and the ORCV Yearbook. Booking the audit gives you a deadline, ideally well before the race. Nothing is more stressful, for everyone involved than a late audit. Respect people's time; give them at least 1 weeks' notice. Next job – Do your own audit!! If you do your own audit first, you will soon realise any obvious shortcomings.

### 3.7 Preparations

Two weeks before you need it (the day of the audit) On the day of the audit, with the owner present and at least one other crew member, lay out all the equipment in the boat so as to make the audit fast and easy. The auditor will love you for that. Also listen, ask questions and get involved with the audit; it is a great chance to find better solutions for things as the auditors have seen lots of boats and various solutions to compliance problems. They are generally happy to help.

Please don't leave your audit till the last minute. Ideally a month before the first race is sufficient time. Unnecessary stress for boat owners and auditors, not to mention office staff who need to collate all your

documentation can easily be avoided. Preparations – Race day It goes without saying that the boat and gear presented for the audit should be the same or better than the boat and gear for the race.

There are disturbing anecdotes of people trying to "bend" the rules; borrowing gear for audits, tipping out what they consider "excess" water or fuel requirements, leaving items deliberately at home. The Notice of Race requires a compliant boat for the race start, so for that reason owners are encouraged to self-audit again before they leave the dock and ensure their boat complies.

Safety spot checks will be done prior to the race, so if something is missing, the boat will be deemed non-compliant and will be unable to race. A check may be also done at the finish of the race too!

Finally, owners are reminded of some of the key Fundamental Rules of sailing:

- Rule 1.1: Helping those in danger
- Rule 1.2: Life-saving equipment and personal buoyancy
- Rule 3: Acceptance of the rules
- Rule 4: Decision to Race As well as Special Regulation 1.02 :

Owner's Responsibility:

- Safety sole and inescapable responsibility of Person in Charge
- Seaworthiness of the vessel
- Experienced Crew
- Training
- Soundness of rigging and safety equipment

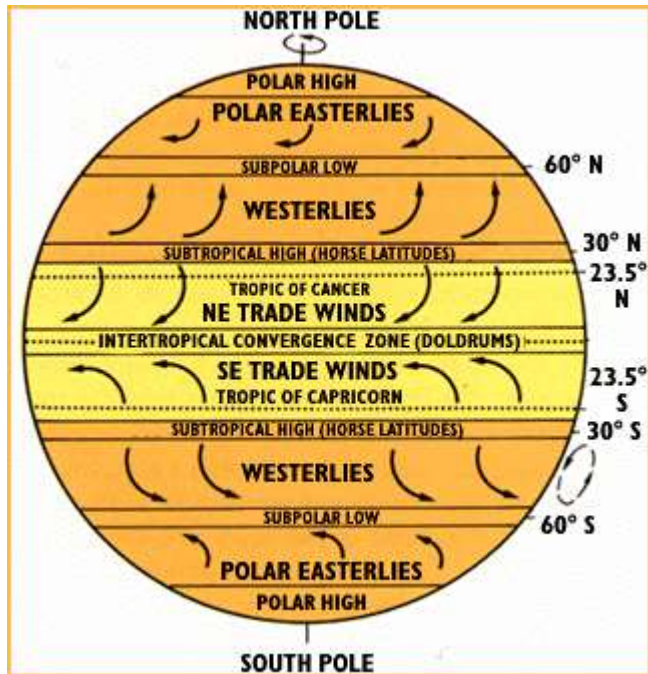
As well as local state boating regulations. Preparing for an ORCV equipment audit Ocean Racing Club of Victoria [www.orcv.org.au](http://www.orcv.org.au) Reviewed V.2 June 2017 Page 4 of 4 Have fun, we want you to race ..... But more importantly we want you to come home again!!

## 4 Weather

### 4.1 Climate is what we expect-weather is what we get!

(Compiled by Robin Hewitt)

The atmosphere and the oceans are massive heat distribution systems which in smaller elements are responsible for the external influences that challenge all sailors.



In the diagram, starting at the (South) bottom, the weather systems to be encountered begin with the westerlies of Bass Strait and proceeding north off New South Wales the southern band of sub tropical highs (the horse latitudes) with calms. Then the South East tradewinds before the difficult and frustrating doldrums and heat of the Intertropical Convergence zone. Breaking free at last into the North East tradewinds and making miles of progress before encountering the next subtropical high belt of yet more calms and variable weather. Finally more westerlies near Japan and the land effects challenges towards the finish near the outgoing river stream at Hokko. Next we will look in a bit more detail. Of course, the earth spins on an inclined axis resulting in changing seasons and all is not so neatly arranged. The race starts approximately in the equinox of equal day and night but the seasons have a time lag due to land and sea differing heat coefficients. The ITCZ may be further North or South than the climatic average altering the positions of currents and weather systems.

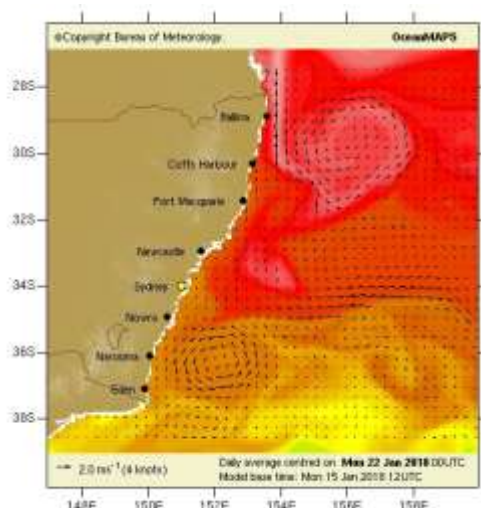
### 4.2 Southern Westerlies

This region has an influence of relatively warm autumn seas and milder weather but is occasionally and unusually subject to breakaway polar region cold air pools which can spawn vicious fronts and low pressure systems. Currently, the warm East Australian south flowing current has extended much further south than usual amending far eastern Bass St weather.

### 4.3 Sub-Tropical High Pressure Belt

Heading north along the New South Wales coast towards the the 'horse latitudes' requires close attention to the weather and the East Australian Current eddies. The so-called horse latitudes were named by early sailing ships who could be becalmed for long times such that they were forced to cast cargoes of horses into the sea to preserve dwindling supplies of fresh water. The region experiences successive high pressure systems with possible fronts in-between central calms. Examining the systems makes the decision point of chancing coastal breezes or picking up north flowing arms of current eddies well offshore. There is a danger with strong southerly winds against the south flowing current making very rough seas. Choosing a best route at the time is important to avoid the type of incidents in the 1999 race.

<http://www.bom.gov.au/oceanography/forecasts/idyoc14.shtml?region=14&forecast=2>



#### 4.4 The Coral Sea and South East Trade Winds

By the time yachts reach Fraser Island they will already be or starting to head offshore before the Great Barrier Reef and into the Coral Sea. Currents flow around the many sea-mounts and the possibility of evening or lightning storms adds to the adventure. Weather maps lose relevance due to much smaller pressure differences and competitors switch to Gradient Wind Streamline Analysis information charts from BOM, JMA, NOAA etc. Cloud watchers know 'morning mountains, afternoon fountains' with easterly disturbances before reaching the SE Tradewinds somewhere about 20° S. A lot of science in weather forecasting analyses factors like 'El Nino/La Nina and MJO as now practised by Meteorology bureaus to enable better tropical information availability but correspondingly more critical decision making. It is essential to also understand a yacht's performance characteristics as positioning to obtain good sailing angles and also winds can be crucial for success. The miles come fast but not for as long as one would wish as the ITCZ nears.

#### 4.5 The ITCZ (Doldrums) and Solomons

There are two 'ocean gates' in the race. One out from New Guinea in an area of currents where most yachts pass through and there have been previous wrecks. The other in the vicinity of Guam. Much more science has been applied in these areas and a good start is to keep an eye on [www.windy.com](http://www.windy.com) for current flow and other information. The Solomon sea is well and truly in the doldrums and very light winds with slow daily runs are the order. Daily squally convection storms are the order with towering cumulus 35,000 ft and more letting go to replenish water supplies late afternoons and evenings. There is also plenty of skill utilisation for the experienced and observant sailor. An area of mountainous land and razor back islands casting huge wind shadows contributing to fickle breezes and strong currents.

#### 4.6 The North East Trade Winds

Escaping the doldrums and entering the Caroline Islands locale, better conditions gradually emerge scattered with convection storms and their sudden associated squalls, affectionately termed 'black bustards'. In the history of the race two tropical revolving storms have developed in this area but have been avoided. It is prudent therefore to keep a watch with Guam services and to mind lows developing on the front. (see attached appendix Guam). By now transition weather information also with Japan at [www.jma.go.jp/en/g3/](http://www.jma.go.jp/en/g3/) select FSAS 24 or 48. Of course all these maps are available for yachts with weatherfax capabilities. Amazing runs in the North East Trades bring yachts to the next weather system quickly but for cloud spotters the daily skies of regular patterned cumulus occur because descending air of the approaching North Sub Tropical Band of highs arrests vertical development-puts a lid on so to speak.

#### 4.7 Northern Sub Tropical High Pressure belt

More fickle weather of the horse latitudes but as the yachts are now in northern hemisphere spring season, calms are less likely due to greater sea and land temperature differences. Sea fog is possible and as in the southern case, in between high pressure systems fronts can occur.

#### 4.8 Northern Westerlies

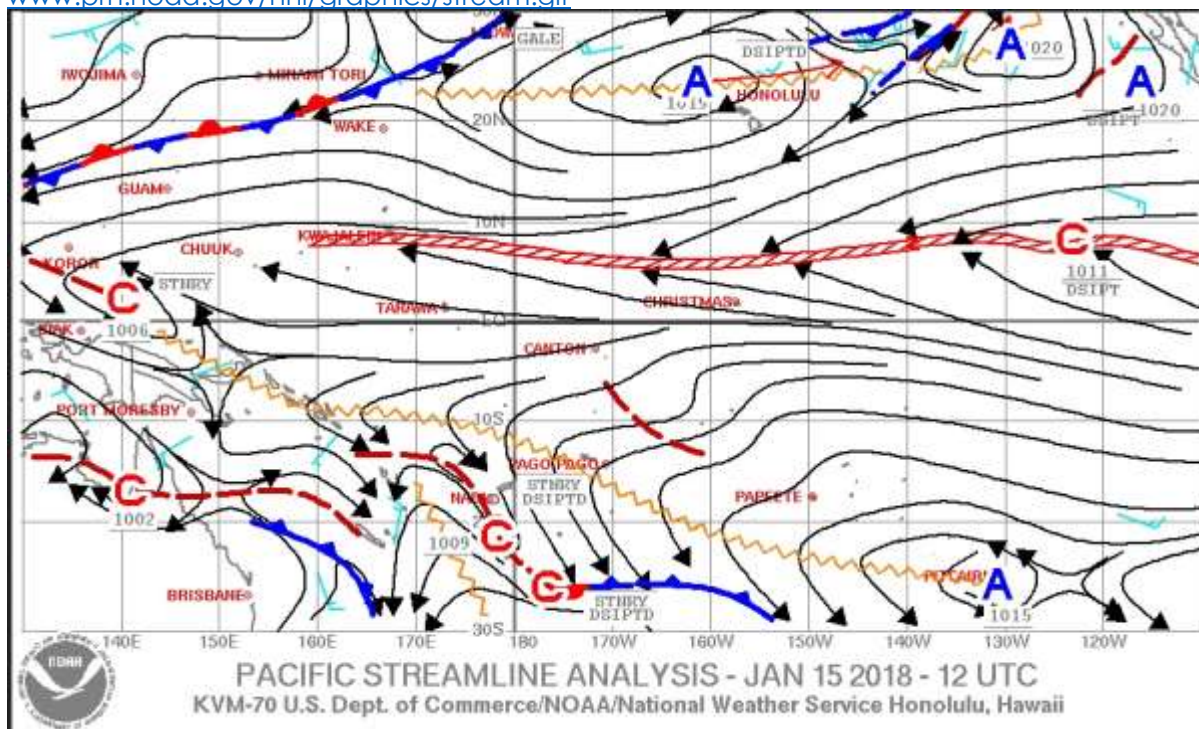
Weather in the Northern Hemisphere is quite different to that of the Southern chiefly because land masses are much more significant than the mainly maritime south. In particular the icy Russian land masses can send freezing blasts of cold air to produce low pressure systems with strong winds. Polar jets can exacerbate these as also warm waters of the Kuroshio current. Then add some land effects of mountainous Japan and variability is the norm. The high volume of shipping is another sight to behold and it could be said that general navigation is easy-just follow the aircraft as there are plenty. It is essential to plot the Kuroshio and position the yacht to cross it correctly as getting upstream can mean hours or even days wasted sailing against it. The final challenge is Osaka Bay where the wind can fade to very light and the finish pushes against the river stream depending on previous rainfall. The welcome and the achievement however is one of the great moments in life!

#### 4.9 Charts and Symbols

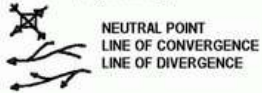
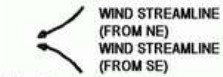
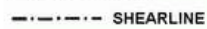
Gradient wind analysis

[http://www.bom.gov.au/australia/charts/glw\\_00z.shtml](http://www.bom.gov.au/australia/charts/glw_00z.shtml)

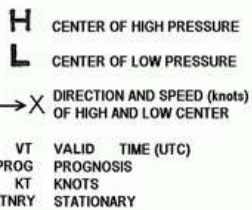
[www.prh.noaa.gov/hnl/graphics/stream.gif](http://www.prh.noaa.gov/hnl/graphics/stream.gif)







# **SYMBOLS & TEST CHART** **NATIONAL WEATHER SERVICE** **HONOLULU HAWAII** **KVM-70 RADIO FACSIMILE BROADCAST**

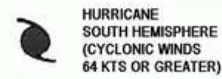
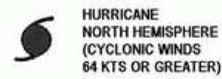
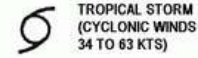
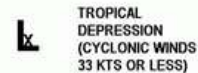


VT VALID TIME (UTC)  
 PROG PROGNOSIS  
 KT KNOTS  
 STNRY STATIONARY

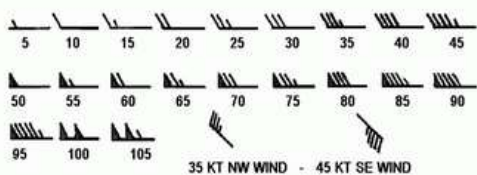
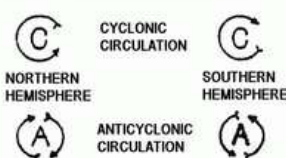
AREAL CLOUD COVERAGE  
 (Eights)  
 CLR 0 - 1/8  
 SCT 1/8 - 3/8  
 BKN 4/8 - 7/8  
 OVC 8/8

CLOUD TYPES  
 CU CUMULUS (LIGHT SHOWERS)  
 ST STRATUS (LOW CLOUDS / FOG)  
 SC STRATOCUMULUS (MAINLY FAIR)  
 TCU TOWERING CUMULUS (MODERATE SHOWERS)  
 CB CUMULONIMBUS (THUNDERSTORMS)  
 AC ALTOCUMULUS (MIDDLE LEVEL)  
 AS ALTOSTRATUS (MIDDLE LEVEL)  
 CI CIRRUS (HIGH LEVEL)  
 CS CIRROSTRATUS (HIGH LEVEL)

AREAL THUNDERSTORM COVERAGE%  
 ISOLD WIDELY SEPARATED  
 FEW <25%  
 SCT 25 - 50%  
 NWRS >50%



T.D. TROPICAL DEPRESSION  
 T.S. TROPICAL STORM  
 HRCN HURRICANE  
 TYPH TYPHOON  
 TC TROPICAL CYCLONE

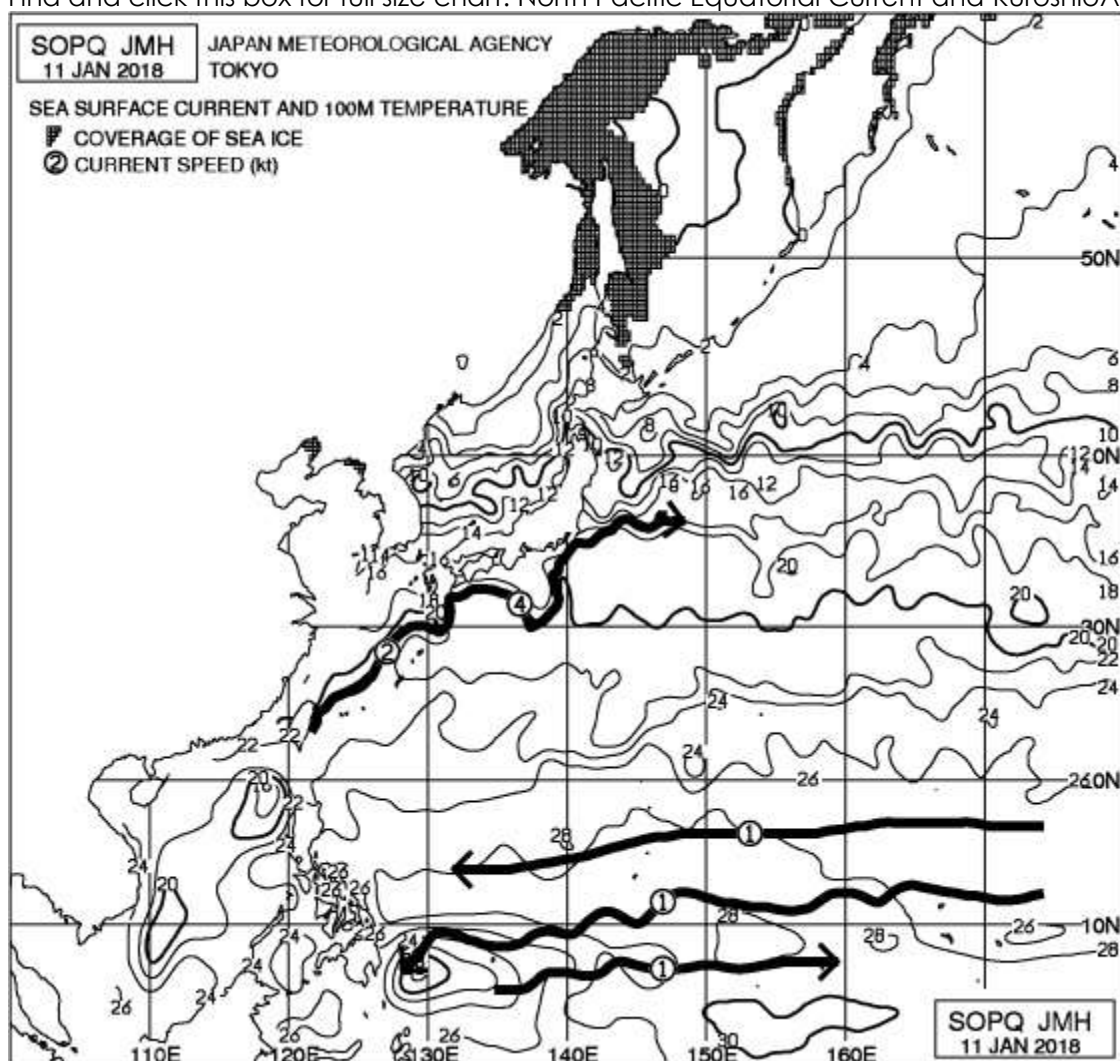


35 KT NW WIND - 45 KT SE WIND

Updated 01/03/2007

[www.jma.go.jp/mh/sml\\_00\\_sopq.html](http://www.jma.go.jp/mh/sml_00_sopq.html)





## 5 Publicity, Media and Communications

### 5.1 Publicity and Media

There are a number of initiatives under way to provide supporters of the race with interesting content during the race. .

- **Race TV** – Once a week we will put together a weekly 5-10 minute TV show, looking at competitors progress and giving some insight into weather and tactics for the week ahead. During these shows we will call one or two competitors over the Satellite phone for a recorded conversation which we will edit and provide visuals. We will arrange these calls a day or two before hand, they won't need much in the way of preparation, just a short chat. All programs will be well publicised, again get people to follow the Facebook page and web site
- **Virtual race** – At the same time as the actual race Sailonline will be running a virtual race, using a Sunfast 3600 generic boat and starting on the main race start day 25/3. Encourage your supporters to race against you, see who wins out.
- **Blogging** – We will use our Facebook site to provide small content articles from competitors, but only if we receive them. Let us know your own blog URLs or Email us blog content during the race (media@melbourneosaka.com )
- **Analysis** – There will be a heap of arm-chair experts. We will seek an opinion from some of them on the race and turn their comments into interesting articles.
- **Pictures and Video** – There will hopefully be opportunities to get images off the boat, depending on your location and collection. More the better, we love to tell your story to the race followers
- **Profiles** – Any media organisation wanting to write about the event or the competitors will read your profile and use its content. Without profiles we cannot promote you or the race.

### 5.2 Communications (be careful)

Note competitors need to check the race frequencies are programmed for use in Simplex mode. Some frequencies are commonly programmed in the HF radios in Duplex mode.

During the race you will be required to have and check both Satellite phone and Email as well as monitor VHF 16 and your AIS. There are skeds twice a day, one of them HF/Sat phone and one Sat phone only. After each sked we will send all competitors an Email with positions of all boats. At the Sat phone only sked you will SMS your positions, and we will acknowledge also by SMS. We understand that Email may only get checked once or twice a day, however Sat phones must be powered on 24x7 as there may well be urgent communications such as weather or shipping hazard warnings. If there is an urgent Email, we will provide an SMS to let you know.

Satellite Internet connections are both slow and expensive. Race Management will minimise the size of Emails by using text format and will not include previous Email content. We encourage you to look at the way your PC or device is set up (eg software updates) and consider having someone at home monitoring Email and stripping out unnecessary emails and/or content. Be very careful who you give your email address and Sat phone number to. Race management will not share your contact details except with emergency authorities, nor will we share them beyond the "need to know" members of the Race Management team. We will be in touch before the race to double check your Satellite phone number(s) and boat Email address. Please ensure they are in Topyacht.

## 6 Frequently Asked Questions

The following questions have been asked by competitors lately:

**Q. If one of my safety equipment items expires during the race do I need to renew it ?**

A. Yes equipment auditors will need it in service during the entire race

**Q. What information do I need to send for the qualifier passage ?**

A. A copy of the log and a declaration that you did it together, unassisted, non stop and covered at least 400Nm. Send this to [oc@melbourneosaka.com](mailto:oc@melbourneosaka.com)

**Q. What power is there in the Japan marina ?**

A. 100v and standard frequency 50/60Hz. You will need a voltage converter and plug type B

**Q. Can a water maker be used in lieu of water requirements in Special Regulations ?**

A. No, water must be carried as per Special Regulations

**Q. Where can I find a someone to certify the radio installation ?**

A. SYC has a number of contractors listed on their web site

<https://syc.com.au/yard-marina/contractors>

Australian Sailing have a recommended form for this [http://websites.sportstg.com/get\\_file.cgi?id=2919525](http://websites.sportstg.com/get_file.cgi?id=2919525)  
Qualifications for the person inspecting is a grey area, but any qualified Marine Electronics installer should be able to sign off.

**Q. Do I need someone to certify the Sat phone installation ?**

A. No, HF radio installation is far more complex and error prone. The Equipment Auditor will be looking at the wiring of power for charging and the wiring of the antenna, as well as some sort of suitable mounting.

**Q. Does the 2nd Sat phone for those who don't have HF need to be permanently installed too ?**

A. No, the 2nd Sat phone does not have the same requirements as the primary Sat phone but if used it must be constantly monitored so you will need to think through charging and antenna requirements.

**Q. Does Australian Sailing insurance cover the delivery home ? What is the extent of cover during the race ?**

A. No, Australian Sailing insurance only covers the race, for competitors. The race is being run by Australian Sailing affiliated clubs (SYC and ORCV), see <http://www.sailing.org.au/insurance/> for details of coverage. Competitors requiring insurance beyond that provided will need to arrange that for themselves

**Q. Is weather routing in software such as Predictwind allowed ?**

A. Yes, it uses publically available GRIB files. Using a mate on shore who watches weather and does routes then advises you, that is not allowed.

**Q. Do we need permanently mounted emergency VHF antenna bases like those needed for Sydney Hobart?**

A. No, although a permanent mount and permanent wiring is a good idea.

**Q. Can we use the tracker on the way home ? If so how long for ?**

A. Yes, you can use the tracker (reminder to charge it) for the trip home. Anything over two months you will need to cover the running costs however. If you don't want it for the trip home, please give it to one of the ORCV Race Directors.

**Q. The compulsory race brief, what if we aren't in Melbourne ?**

A. It will be streamed on the Internet and also recorded. If you do not attend we will need confirmation that you attended on line or watched recording.

**Q. Is the list of Charts and Publications (appendix E to the Sailing Instructions) compulsory?**

The list of charts is recommended, while the requirement is "All yachts shall carry sufficient paper charts and associated publications to ensure they can continue to navigate satisfactorily in the event of the failure of electronic navigation aids" this is in line with Australian Sailing Special regulations. During the equipment audit, auditors will expect entrants to demonstrate they can do that. Backup navigation tools (eg handheld plotter with AA batteries) may well be part of that solution. Note the word "paper" in the requirement though electronic publications can be used as long as the device is capable of being charged if there is a failure of electronics (eg battery block, solar etc).

**Q. What about the Container to Osaka?**

**Melbourne end**

As has been the case in the past, the packing will take place at SYC and the day set aside for this is Saturday 10th March. Competitors are asked to bring their items from 8 am on the 10th. The container will be located in the works yard close to the sliding gates. Items can include:

- Yacht tenders & associated equipment
- Outboard motors – must be clean & no fuel in tank
- Spare cans – no fuel
- Spare anchor & chains
- Cruising sails & yacht spares
- Ship supplies – no classified type drugs.

In preparing the items, each carton is to be clearly labeled with boat name, owner's name and a description of the contents. A corresponding manifesto will also be sought with a list of the number of cartons or packages loaded for each yacht.

**Osaka end**

The container will arrive in Osaka prior to the first boat finishing the race. To achieve this and meet Custom requirements in both Melbourne and Osaka- everyone will need to have items clearly labelled and listed.

After negotiation in Osaka, permission to have the container delivered to OHYC has been obtained and once it arrives the contents will be unpacked and securely stored at the club rooms. Entrants may also consider what gifts they might like to take for visiting the tropical islands communities on the cruise back home. In the past, many crews have found the following items have been very much needed and appreciated by the locals:

- School supplies – pens papers etc
- Fishing supplies – fishing line, hooks, snorkel gear, flippers etc.
- Sporting goods – footballs (and pumps) bat balls etc
- Medical supplies
- Food treats
- Clothing & caps
- Spare sails & ropes
- Gardening equipment

## 7 On Arrival

After you cross the finishing line, an escort boat from the Osaka Hokko Yacht Club will greet you and guide you to a berth at the Osaka Hokko Yacht Harbor or other nearby location depending on the size of the competing yacht.

At the Osaka Hokko Yacht Harbor, there are basic facilities for daily life and the Information Desk will be open daily until the end of May. Following is the basic and important information, which you should be better advised about before you leave Melbourne.

### 7.1 Sponsor's flag and race promotion flag.

While in the Port of Osaka, all competing yachts must display the flag of the events sponsor and the race promotion flag supplied by the Race Organizer, on an available stay.

### 7.2 Accommodation for yachts at Osaka Hokko Yacht Harbor

Par 17.2 of the NOR provides the following information:

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.

### 7.3 Office location, postal address, phone/fax numbers, e-mail address

The Race Organizer's Offices will be set up at Osaka Hokko Yacht Harbor. The following address is useful for competitors when they would like to receive any postal mails or goods in Osaka. Competitors are recommended to use this address for their contact address in Osaka.

OSAKA HOKKO YACHT CLUB

Address: 2F, Club House, Osaka Hokko Yacht Harbor  
2-13-18 Tusneyoshi, Konohana-ku, Osaka 554-0052 Japan

Telephone: 06-6468-3811

Fax: 06-6468-3816

Email: [inquiry@osakacup.com](mailto:inquiry@osakacup.com)

Email: [info@osakacup.com](mailto:info@osakacup.com)

The following link is in Japanese.

<http://www.hokkomarina.com>

## 8 Situations at Sea

### 8.1 General

No matter how much planning you do, things can (and will) happen during the race regardless of whether you had considered them or not. We would rather see you manage Risks (things that might happen) than Issues (things that have happened). With many Risks, avoiding them is possible if you have done some planning (thinking) before the race.

There are so many things that might happen at sea, many were covered in your SSSC training. Examples include:

- Illness/Injury including exposure to sun, heat or cold
- Man overboard
- Extremes of weather – storms, heat etc
- Gear failure on the yacht – mechanical, electrical, communications etc
- Fatigue and/or stress
- Conflict
- Navigational errors
- Helping others, eg search & rescue

Without going into detail about them all, we would encourage you to spend some time before the race thinking about them. For most situations there are steps we go through:

1. Take steps to prevent them (avoid them) through planning and preparation
2. Take steps to mitigate them (reduce impact) should they occur, again through planning and preparation
3. Monitor, throughout the race – observation and preventative maintenance checks
4. Recognise Issues
5. Secure the boat, assess and communicate – consider alerting race control and/or those nearby
6. Form response strategies/plans – discuss and agree
7. Implement and assess

You will need to be 100% self sufficient, that means tools, spares and knowledge to fix a multitude of things. It is all well and good carrying a spare impellor or alternator belt but do you have the tools and knowledge to fit it. If your instruments fail, do you know how to work through and diagnose, do you have the manuals with you ? If a halyard breaks, do you know how to splice a rope and climb the rig, maybe even using advanced techniques like prusik loops. Mull over what might happen and work through what you might need.

### 8.2 Keeping watch – lessons learned from the Volvo Ocean Race

The race organisers wish to encourage competitors to learn from two incidents which have occurred on the Volvo around the world ocean race.

The most recent incident was the fatal collision between a racing boat and a fishing boat, see <http://www.yachtingworld.com/races/volvo-ocean-race/vestas-11th-hour-racing-involved-in-fatal-collision-in-final-stages-of-volvo-ocean-race-leg-4-112112>

Details, which are only now emerging. While circumstances of the incident are unclear, many fishing boats in the region are not lit at night, nor do they appear on AIS.

Given the Melbourne to Osaka is a double handed yacht race, the level of keeping watch will be even less than a fully crewed race boat. The Melbourne to Osaka race will pass through many fishing zones. During the last race, we had to weave our way through fleets of fishing boats in quite remote and unexpected areas.

The second incident which occurred in the previous Volvo ocean race was where Vestas Wind ran aground. Fortunately, there were no injuries, see the following for the inquiry report:



[http://www.volvooceanrace.com/static/assets/content\\_v2/media/files/m36616\\_team-vestas-wind-inquiry-report-released-on-9-march-2015.pdf](http://www.volvooceanrace.com/static/assets/content_v2/media/files/m36616_team-vestas-wind-inquiry-report-released-on-9-march-2015.pdf)

While there were many lessons to be learned from the incident some of the key ones were the over reliance on electronic charts, the behavior of chart plotters when you zoom out and the inaccuracy of Pacific Charts in general. As the Melbourne to Osaka race will pass by many small islands, competitors need to do their homework when choosing a route.

The ORCV promotes Risk Management throughout all their Safety and Sea Survival training and in the way, they conduct Ocean Races. To manage a Risk one must first be aware of it. Now it's up to you to form a response to minimise these risks.

Martin Vaughan

See also <http://orcv.org.au/index.php/safety/useful-articles-and-links>

### 8.3 Our website – Melbourneosaka.com

The official web site for the race is an excellent source of information on a range of topics. It is frequently updated with content on competing yachts and other newsworthy items. Similarly, the Osaka Cup Facebook page is a great place to keep in touch. The Osaka Cup Competitors Facebook page is designed to encourage competitors to talk amongst themselves, exchange information, discuss bulk purchases and the like. We encourage all entrants to make best use of these resources.

<https://www.facebook.com/Osakacup2018/>

<https://www.facebook.com/search/top/?q=osaka%20cup%20competitors>

For Provisioning, have a look at:

[https://www.youtube.com/watch?v=qD\\_TUw2HXhc&feature=youtu.be](https://www.youtube.com/watch?v=qD_TUw2HXhc&feature=youtu.be)

<https://theboatgalley.com/downloadable-provisioning-spreadsheet/>

## 9 Key Dates

This list is current at time of publication.

7 March 2018	<b>7.00pm</b> <i>Sail repair seminar</i> , at SYC in the Auditorium. This one will help a lot if you haven't had much experience repairing and maintaining sails at sea – or even if you have.
13 March 2018	<b>4.00 pm</b> <i>BBQ at SYC, Ken King Centre</i> Come along and meet members of the Japanese delegation from Osaka Hokko Yacht Club; and farewell Jo Breen and Peter Brooks (Morning Star). Meat and salads will be provided; drinks at bar prices.  Note the following timetable for this evening to be held at SYC in the Port Phillip Room: <b>6.00pm – 6.30pm:</b> (Melbourne to Hobart entrants only) feedback session to ORCV; lessons learned. <b>6.30pm – 7.00pm:</b> Compulsory race briefing <b>7.00pm – 7.20pm:</b> Briefing on Quarantine requirements. Officers from the Department of Agriculture and Water Resources will provide an overview of Biosecurity Requirements and Posed risks for returning vessels into Australian waters from International ports; yacht packs for bagging Biosecurity Waste; manual Pratique Certificates for completion on arrival; Q&A. <b>7.20pm – 7.40pm:</b> Briefing on Customs requirements by Officers of the Department of Home Affairs.  There will be a Webinar capability and the briefings will be recorded. Interstate competitors, or those unable to attend, will need to view the Webinar and provide a compliance declaration to the Organising Authority.
14 March 2018	<b>6.30pm – 8pm</b> <i>Formal competitor and partners function</i> . at the Melbourne Town Hall hosted by Melbourne City Council. This is a strictly invitation only Civic Reception for competitors and partners. Invitations will be issued shortly. Please be sure to accept/decline so that numbers can be managed.
15 March 2018	<b>Midday</b> <i>Race start for Morning Star</i> . Off Portsea Pier For others, rest day, maintenance day, your day!
16 March 2018	<b>6pm</b> <i>Farewell dinner for first race group</i> . at SYC. Invitations will be issued for dinner in the Harbour View restaurant, with priority given for the first race skippers, co-skippers and families. Acceptances will be essential. Later starters and friends may join the fun on the terrace adjoining the restaurant and avail themselves of the Bar food offerings.
17 March 2018	<b>9am</b> <i>Customs clearance</i> , at SYC in the Auditorium. More information TBA.

	<p><b>11am</b> <i>Blessing of the fleet</i>, at SYC in the vicinity of the Ken King Centre, followed by a Japanese BBQ, Taiko drummers, and party time on the northern podium.</p> <p>It is anticipated this event will finish around 2 p m, which will give the first boats starting an opportunity to travel to Blairgowrie and overnight there if they wish, prior to the official race start. Arrangements for berthing will need to be made for those boats wanting to spend the night at Blairgowrie Yacht Club.</p>
18 March 2018	<b>2.55pm/14.55</b> AEDT <i>Race Start 1.</i> Off Portsea Pier
24 March 2018	<p><b>7.00pm</b> <i>Farewell dinner for second race group</i> at Blairgowrie Yacht Squadron. An invitation with details will be sent out. No formal arrangements will be made for spectators for this start.</p>
25 March 2018	<b>1.55pm/13.55</b> AEDT <i>Race Start 2.</i> Off Portsea Pier
31 March 2018	There may be an informal BBQ at the Ken King Centre SYC for the remaining yachts in the third race group. TBA
1 April 2018 Easter Sunday	<b>1.55pm/13.55</b> AEDT <i>Race Start 3.</i> Off Portsea Pier
24 April 2018	First finisher arrives Osaka (approximate)
25 April 2018	Anzac day sunset remembrance OHYC
1 May 2018	Last finisher arrives Osaka (approximate)
TBA	Aussie thank you party at OHYC
5 May 2018	Official presentation ceremony and celebrations at Tenmangu Shrine, Osaka.

## 9.1 Protocol for attending the Official Presentation at Tenmangu Shrine

As an attendee on May 5th you'll be asked to register at the Shrine from 10:30 am. There will be a fee of ¥ 6,000. ( Competitors will not be required to pay ) The thanks-giving service will be conducted in the Inner Sanctum of the Shrine. Due to the limited space, this will be an invitation only part of the proceedings.

The dress code for those attending is particularly important in view of the sacred place in which the proceedings are being held. Men should wear long pants and socks and women should have their legs covered with either pants or stockings. Those attending will be asked to remove their shoes and will be required to kneel for the presentation and ceremony.

Following this at around midday, the presentations will take place in a larger area but numbers here are also limited. A party will follow at 13:00 and there's room for all at that event.

For those of you who will be in Osaka, directions on how to get to the Tenmangu Shrine are set out above.

The services held at Tenmangu Shrine have become an important part of the Melbourne Osaka Cup calendar and we appreciate the fact that we've been invited once again to be involved in such an auspicious event.

## 9.2 Getting to Tenmannngu Shrine

### 9.2.1 From Osaka Hokko Marina

Take a taxi to Nishikujo Station (JR Line). From there get on the JR Osaka Loop Line to Osaka main Station. From there go underground to the Tanimachi Line (Subway line) stop number T20 (Higashi-Umeda Station). It is a 10 minute walk from the Osaka main station to Higashi-Umeda Station.

When you get to stop number T20 (Tanimachi Line), go in the direction of Yao-minami (which is the last stop on the line). It is only one stop to T21 (Minamimorimachi Station). Get out here and exit the subway. Head south once out of the station. See link.

Japanese people are very friendly and helpful, so if in doubt, do not be afraid to ask.

### 9.2.2 From Hotel Universal Port

Get on JR line (JR Yumesaki Line) from Universal station (1 minute walk from Hotel) to Nishikujo Station. Change trains there from JR Yumesaki Line to JR Loop Line. Next step is the same as above.

## 9.3 Visiting Osaka

There are many and varied resources to discover and plan your trip to Japan. The internet and travel books all offer advice. A few notes below and links to just some of the helpful sites.

<https://www.japan-guide.com/e/e2221.html>

### 9.3.1 One way ticket

Skippers should be aware that family, friends, crew flying to Japan on a one way ticket should be provided with an explanatory letter to avoid any issues arising about lack of evidence of forward or return travel.

If you are visiting Japan for tourism and for less than 90 days, you could qualify for a 'visa waiver'. Japan's Visa Waiver Program is strictly enforced. To qualify, you'll need to provide evidence of sufficient funds and an onward/return ticket or confirmed accommodation arrangements. Otherwise, or if immigration authorities believe you intend to seek employment, you could be denied entry and you could be refused entry into Japan for up to five years. If you are denied entry, you cannot appeal the decision.

<http://smartraveller.gov.au/Countries/asia/north/Pages/japan.aspx>

The US travel site also states that an onward/return ticket is required. I understand that the problem in some cases can occur at the time of booking in at the airport, where airlines may deny boarding without an onward/return ticket. The information required for confirmed accommodation arrangements could also be a problem if people are staying on boats.

This should be resolved by the Skipper issuing a "Letter of Introduction" for the passenger, nominating their name, passport number, name of vessel, port of entry and departure, anticipated date of departure, and other relevant information.

As a matter of interest, if they can find a cheap enough fare, a return might even be cheaper, or the same price, as a one way ticket.

### 9.3.2 Money

Check the exchange rate before you set off to Japan. It has fluctuated a little in recent times. Coins come in denominations of Yen 1, 5, 10, 50, 100 and 500; notes in Yen 1000, 5000 and 10,000. Don't confuse the Y1000 (man with big hair) with the Y10,000 (man with less hair) as I did once. Cash is the currency of choice,

although Visa credit cards are widely accepted, and Australian Bank travel cards are a good idea for topping up your cash supplies.

The cost of living in Japan is on a par with Australia. Eating out can be cheap or expensive, depending on your preference. There is a significant choice of take away food from numerous outlets, including the more expensive department stores. In some cases, the packaging is so beautiful, it is hard to open up and eat!! You will need the coins for vending machines, train and bus tickets.

#### 9.4 Flights

Annoyingly, there are no services direct to Osaka from Melbourne. For travel agents specialising in Japan go to:

<https://www.his.co.jp/english/>

<https://japantravel.com.au/>

Kansai is the main Osaka international airport. There are frequent train and bus services into Osaka from there. To get to the Osaka Hokko Yacht Club, take the JR line Osaka Loop line to Nishi Kujo and get a cab from there. The limousine bus will take you to Universal City where you can also get a cab to OHYC.

<https://www.osakastation.com/jr-kansai-airport-line-kansai-airport-rapid-service/>

#### 9.5 Public Transport

Board a bus at the rear door, and exit by the front where you pay by dropping your coins into a slot next to the driver. There are electronic screens at the front of the bus which will show you how much you need to pay. I found last September that it was usually ¥210.

Everyone is very helpful in Japan, and you will find that the staff at train stations are also very willing to help. The ICOCA card (equivalent to an Opal or Myki) is very useful. You just top it up when you need to and facilitate your travel on the train network.

#### 9.6 Around Osaka

Take a compass – it is easy to get lost until you orient yourself. The travel books will tell you about the sights. Namba, the Big Crab, enormous electrical stores (for example, Yodobashi), beautiful department stores (wait until you see the information desks and superbly dressed staff at Hankyu), vending machines everywhere, bars, izakaya, endless underground shopping malls, and so it goes. Exploring is fun and it's an easy walking city.



#### 9.7 Free publications

Information centres at the major train stations are another helpful resource and will provide you with excellent maps of Osaka and surrounds.

#### 9.8 Wifi/Phone/SIM cards

There is a lot of free wifi availability in Osaka, some works better than others. A little surprisingly, it is very difficult to obtain a mobile SIM that allows phone calls. You can however buy a data only SIM over the internet, from the Japan travel agents, or at Kansai airport. You can then either use the free wifi or your data SIM to contact people through SKYPE, Facetime, Whats App and so on. Note that data allowances are not very generous.

<https://www.sakuramobile.jp/>; <https://www.simcorner.com/shop.html>;

<https://www.mobal.com/japan-sim-card/>;

[tokyocheap.com/business/internet/prepaid-cheap-japan-sim-card-options](https://tokyocheap.com/business/internet/prepaid-cheap-japan-sim-card-options)

## 10 Cruising Home

Information about the Setouchi International Yacht rally has previously been posted to the Competitors web page. For those wanting to explore the inland sea of Japan before heading south, it is well worth considering. Cruising in company guided by Japanese expertise, you visit places which you may not otherwise get to. See –

<http://yachtboatnews.com/setouchi-international-yacht-rally/>

[https://www.facebook.com/SetouchiYachtRally/?hc\\_ref=ART0wxP93A1I0Di7vJHh3JM-yBscxjDYUI6iYMIBIkCQ8TpvzAPA\\_ZjxoUW1RCIgo8A&fref=nf](https://www.facebook.com/SetouchiYachtRally/?hc_ref=ART0wxP93A1I0Di7vJHh3JM-yBscxjDYUI6iYMIBIkCQ8TpvzAPA_ZjxoUW1RCIgo8A&fref=nf)

### 10.1 Cruising from Japan

Skippers making the return voyage from Osaka will also be considering possible stopovers en-route.

A sample list of potential destinations is included below, all very much dependent upon prevailing winds – how far east or west you want to go - and individual skippers' own preferences. There will be many other alternatives you may wish to check out.

An excellent resource for planning your route and any stopovers is <http://www.noonsite.com/> which offers lots of information into planning your passages and details on the various countries you may wish to visit. There is well documented advice available on the web for safety concerns in isolated areas but remember that precautions should always be taken to preserve boat, dinghy & personal safety.

Immigration & customs authorities will ask to see your yacht registration papers, passports etc. If staying in a marina you will be asked to show your 'Public Liability' insurance.



#### Ogasawara Islands

Chichi-jima 27° 5'N 142°12'E

A good first destination. You may wish to clear out of Japan at either Osaka or Chichi Jima in this group.



#### Northern Marianas

Saipan 15°12'N 145°40'E

Guam 13°31'N 144°42'E

Saipan (call the Port Captain on Ch16 for directions) is far more relaxed than Guam and marina services are available.

Guam is a USA base & very strict on protocols see

<http://www.noonsite.com/Countries/Guam?rc=Formalities>

Visitors to Guam are required to have a USA visa in advance of arrival.



#### Federated States of Micronesia

The various harbours are very welcoming and the people are poor. School supplies & fishing/snorkelling gear are well received. After anchoring, a visit to the island chief to request permission to use the safe harbour is a protocol. A gift of coffee & sugar (or something similar) for the island chief is expected. Check out the arrival requirements information on Noonsite

Caroline Is – Onon 8°53'N 150°E

Lamotrek / Elato 7°30'N 146°16'E (See Paul Roberts' article following this).

Chuuk (Truk) 7°27' N 151°46'E

Woleai 7°21'N 143°55'E

Pohnpei - Micronesia 6°52'N 158°20'E

Kosrae 5°19'N 163° E





## Papua and New Guinea

PNG can be both enjoyable & difficult – safety is also something you need to consider and protocols can be tedious.

Check out Noonsite – Papua New Guinea – Formalities.

One skipper visiting Kavieng (New Ireland) was given forms to import his yacht into PNG instead of immigration clearance.

Sometimes there are language difficulties.

Kavieng, New Ireland 2°35'S 150°46'E

Lihir Is 3°06'S 152°39'E



## Solomon Islands

Gizo 8°03'S 156°52'E

Honiara 9°25'S 159°57'E



## Australia

### Re-entry to Australia

You're reminded that Australia has very strict arrival requirements and heavy fines if rules are not obeyed. See para 18 below.

### Australia ports of entry:

Thursday Island

Cairns,

Townsville

Mackay

Bundaberg

Gladstone

Brisbane

Coffs Harbour

Southport (Gold Coast)

Sydney.

## 10.2 Destination: Lamotrek Atoll, Micronesia, central Caroline Islands - Paul Roberts

**Entry details:** On the East side of the Atoll there is an entrance with plenty of water depth, 10m at low water. Most of the reef is covered with water. The charts show land which is a little confusing when entering for the first time. The locals have a VHF radio which they monitor on channel 16, so prior to entry call them up to check you are entering in the correct position. Once inside the atoll, you proceed south to the island where you will find a swing mooring in plenty of water to tie up to. Refer to the C-Map charts below for entry details.

Lat/Long : 07.4833N 146.3250E

Youtube link : [https://www.youtube.com/watch?v=t\\_LPeQMFeU0](https://www.youtube.com/watch?v=t_LPeQMFeU0)

Population : approx. 300

**Locals :** The locals are very friendly and welcoming. They do not have regulator electricity. Most of the huts have batteries for lighting charged via solar panels. The local school has some generators for powering their computers. Every day in the afternoon and evening the local men gather around their village to drink tuba (fermented coconut sap).

They rely on fishing and growing vegetables for their food supply. The men build local outrigger canoe type boats.

**What to bring :** The local chief charges all tourists US\$30 each for staying at the Atoll, this will allow you to walk around the island and take photos.

Bring with you school books for the local school kids, Sikaflex sealants for their boat building, fish hooks, batteries, coffee, tea, cigarettes.

**Note -** do not drink any alcohol on the island. Only drink on your boat. The locals will come out on their canoes in the morning for coffee and also in the evening to try and get some cold beers. They will not leave until you go to bed!

**What to do :** Most of the locals are fluent in English. It is local courtesy to meet the island chief when first arriving at the island.

Walk around the island, visit the families in their huts, walk to the other side of the island. The snorkelling on the reef from the beach is amazing. I saw some reef sharks when swimming around. The locals do not fish on the local reef to ensure the sea life is left untouched. The locals eat sea turtles and leave them in the water for weeks and progressively use them for their meat.

There are several old war plane wrecks from Japanese plane engines scattered around the island.

If you are lucky, you may be there whilst a festival is on and see the women dancing and singing.

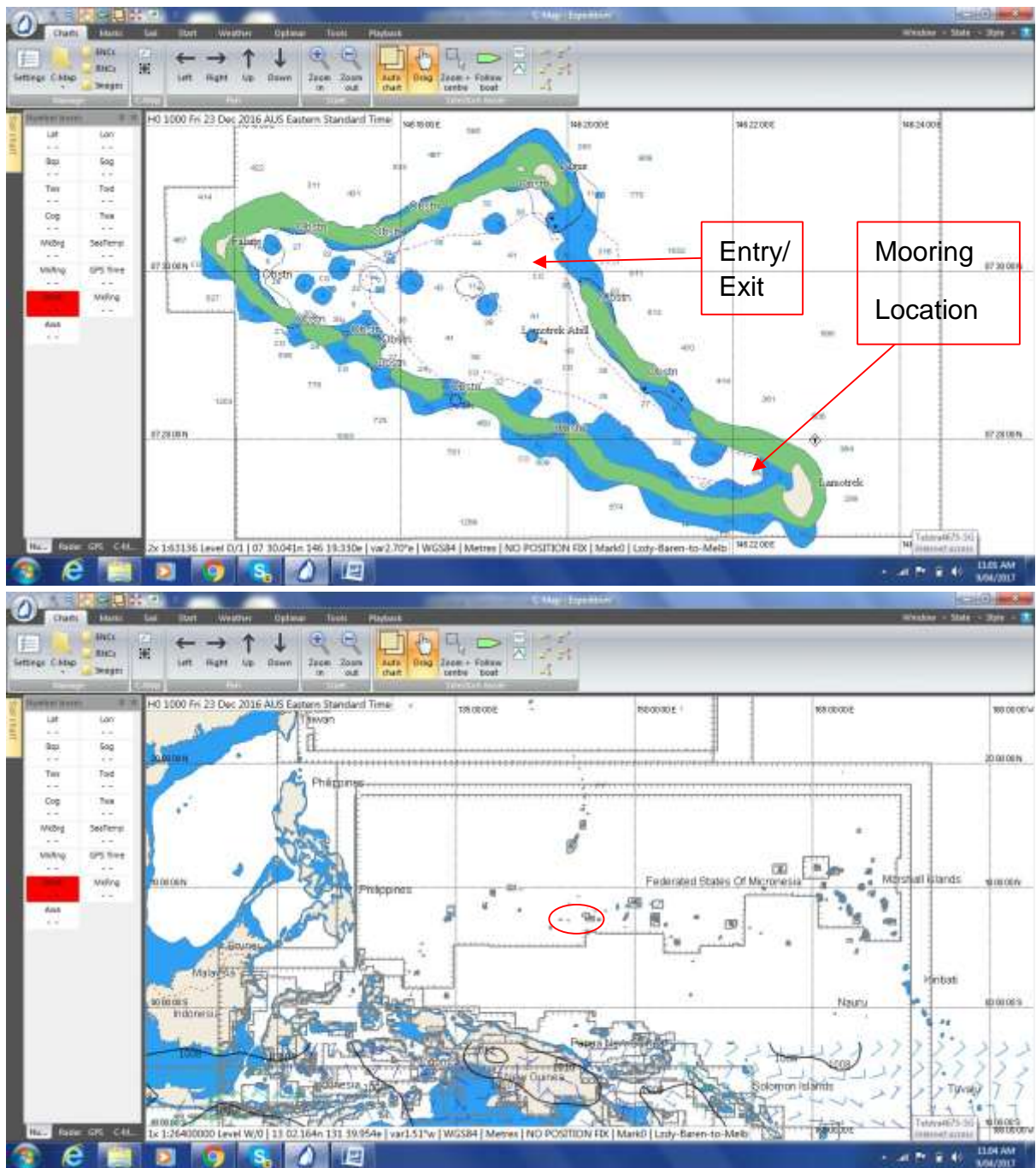
The locals may take you on a fishing trip, this will cost \$US.

### 10.3 Foreign Ports, Flags and Protocols



Flags should be displayed from the spreaders of the main mast. The flag of the Country of registration must be flown from Port side spreader and the flag of the Country being visited must be flown from the Starboard spreader. The quarantine flag 'Q' Yellow must be flown beneath the host country flag from the starboard spreader. This Q flag must remain in place until immigration authorities advise it can be taken down.

Other than carrying the flags of the countries that you may visit on the cruise home, it's advisable that you carry the flags of each country that you will pass through on your way to Osaka. So that's Australia, Papua New Guinea, Federated States of Micronesia, (USA) Marianas including Guam & Saipan and Japan.



## 11 Entering or Re-entering Australia

Severe penalties apply to arrivals into Australia by boat if the requisite notice has not been given. The Master of a vessel arriving in Australia is required by law to give notice of impending arrival at least 96 hours before arrival. Check the Australian Government Department of Home Affairs web site for Border Force information

### Arrival Reports

<https://www.homeaffairs.gov.au/trav/ente/avia/maritime/requirements-for-yachts-and-pleasure-craft/important-information>

When you arrive in Australia, there are a number of clearance options depending on when you intend to leave.

<https://www.homeaffairs.gov.au/trav/ente/avia/maritime/requirements-for-yachts-and-pleasure-craft/your-stay>

For quarantine information:

<https://www.australia.gov.au/information-and-services/passports-and-travel/australian-travellers/returning-to-australia>

## 12 Contacts in Australia

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