



MELBOURNE OSAKA CUP
Double Handed Yacht Race
2025

NOTICE OF RACE



The 2025 Melbourne to Osaka Double Handed Yacht Race (Melbourne Osaka Cup) will be conducted on the waters of Port Phillip, Bass Strait, the Tasman Sea, the Coral Sea, the North Pacific Ocean, and Osaka Bay. Owners and charterers of eligible yachts are invited to enter this Race under the conditions of this Notice of Race. The race website is www.melbourneosakacup.com.

The objective of the Melbourne Osaka Cup (M2O) is to promote a challenging, long distance, non-stop and short-handed event that traverses the Pacific Ocean. In doing so, the Organising Authority aims to provide a proving ground for true seamanship and to encourage the development of suitable seaworthy yachts, along with appropriate gear, supplies and techniques for short-handed ocean crossing under sail.

Significantly, this event celebrates the long-standing sister city relationship between Melbourne and Osaka, which will further strengthen the ties between the cities and their ports. The race is planned to coincide with the opening of the 2025 Osaka World Expo, to be held in Yumeshima, from 13 April to 13 October 2025.



THE ORGANISING AUTHORITY

The Organising Authority (OA) will be the *Melbourne Osaka Double Handed Yacht Race Ltd* with the cooperation of the *Ocean Racing Club of Victoria (ORCV)*, the *Osaka Hokko Yacht Club (OHYC)* and the *Sandringham Yacht Club (SYC)*.

RACE MANAGEMENT

The ORCV will provide race management for the event and appoint a Race Committee.

1. THE RACE

1.1 This is a 5,000 nautical mile, Category 1 race (plus the additional requirements listed in Appendix A of this Notice of Race), starting in the vicinity of Portsea Pier in Victoria, Australia and finishing in Osaka Bay, Japan. All entries shall be monohull sailing yachts crewed by two persons. The race is a non-stop and unassisted event. Any yachts determined to have received outside assistance may have a penalty of up to 30% added to their elapsed time. The finish line at Osaka will be manned for 21 days after the arrival of the first yacht, after that time finishers will record their own finishing time.

The race will have a starting window commencing on Sunday 9th March 2025 and concluding on Sunday 30th March 2025. The main start will be on Sunday 16th March 2025. Depending on entries, slower yachts will start earlier and faster yachts later than the main start.

1.2 A yacht may start within a week after its assigned start time provided it can satisfy the OA that there were compelling reasons that prevented it from starting at that assigned starting time. If the OA accepts such a late start, the elapsed time for such yachts shall be taken from the time of the assigned start for that yacht.

1.3 The initial warning signal for the race may be displayed on 9th March 2025, at a time to be determined and subject to the decision of the Race Committee. Times of subsequent Warning Signals will be advised in the Sailing Instructions following the closing date for entries.

1.4 In the event of extreme weather affecting the event the Race Committee may suspend racing to allow yachts to seek shelter.

2. RULES

2.1 The race will be governed by the versions of the following documents current as of 1st January 2025:

- The Racing Rules of Sailing (RRS) of World Sailing (WS)
- the Prescriptions and Special Regulations of Australian Sailing (AS)
- The Rules and Regulations of the Australian Measurement System (AMS)
- The ORCi Rating System Rules
- International Regulations for the Prevention of Collision at Sea 1972

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

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

3. ELIGIBILITY

- 3.1 The race is open to yachts which are entered by a member of a yacht club recognised by a State or National Yachting Authority affiliated with WS.
- 3.2 All entries shall be sailing yachts crewed by two persons. No person may be substituted for either of the starting Skipper or Co-Skipper/Crew after the start.
- 3.3 Yachts shall be single-hulled vessels of a thoroughly seaworthy construction, having an overall length (LOA) value of not less than 9.00 metres and not more than 23.00 metres.
- 3.4 Each yacht shall comply with the eligibility requirements listed in Appendix A Yacht Eligibility Requirements.
- 3.5 All competing yachts shall be in Melbourne by 14 days prior to their assigned start date.
- 3.6 The Race Committee may require re-measurement of any yacht prior to the yacht racing.
- 3.7 The crew of each yacht shall meet the eligibility requirements listed in Appendix C Crew Eligibility Requirements.
- 3.8 A decision of the OA as to any matter under this paragraph (3), including as to whether a yacht and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.

4. CATEGORIES AND DIVISIONS

- 4.1 The 2025 Melbourne Osaka Cup will be conducted with the following handicap categories:
 - ORCi
 - Australian Measurement System (AMS)
 - Performance
- 4.2 The Race Committee, at its discretion, may allocate yachts to divisions within a handicap category.

- 4.3 All yachts entered in the ORCi and AMS Handicap Categories will be scored in the combined overall result for that category as well as in the individual divisions.
- 4.4 Where fewer than 5 entries are received for a handicap category the Race Committee reserves the right to reallocate those yachts to another handicap category.
- 4.5 A yacht may enter any handicap category for which it is eligible and any combination of those handicap categories.

5. APPLICATION FOR ENTRY

- 5.1 An application shall be made via the OA's online entry system at www.melbourneosakacup.com
- 5.2 A completed application for entry shall be received by the OA by 2359 hours on 30 September 2024. Entries received after that date and before 16 February 2025 may attract a late entry fee. Applications received after 16 February 2025 will be considered by the OA but may not be accepted.
- 5.3 Each yacht shall submit to the OA, no later than 16 February 2025, the documentation listed in Appendix D Entry Documentation.
- 5.4 **Privacy Note**

Personal information about crew members is obtained in crew lists. That information is obtained for use in race administration, search and rescue situations and for media purposes.

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

It is a condition of entry that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the OA.
- 5.5 The OA is not obliged to accept an application for entry. The OA reserves the right to restrict entrant numbers to a maximum of 50 non-Japanese registered entrants on a first come, registration fee received basis. If there are more than 50 non-Japanese yachts wishing to enter, the OA will manage a waiting list on a first come, registration fee received basis. Entrants who do not pay the entry fee balance by 30 September 2024 will no longer be considered a valid entry and will revert to the waiting list.
- 5.6 Items listed in paragraph 5.3 may be accepted after 16 February 2025 at the discretion of the OA, subject to a request for late acceptance being made to the OA in writing, accompanied by the specified Late Documentation Fee.
- 5.7 In accordance with RRS 76.1, the OA will reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.

5.8 Documentation supplied to or held by the OA under this Notice of Race (including crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 48 hours prior to a yacht's assigned start time.

6. FEES

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

6.2 All fees are for the race and allow for multiple handicap categories.

Registration Fee	AU \$1,000	Payable on registration
Race entry (balance)	AU \$3,000	by 30 September 2024
Late race entry (balance)	AU \$4,000	after 30 September 2024
Waiting list acceptance fee	AU \$3,000	Payable within 14 days of entry being confirmed by OA ¹
Late document fee	AU \$1,000	Refer Paragraph 5.6

6.3 A 50% deposit refund will be made to any entrant who withdraws their entry (in writing) prior to 31st May 2024. A yacht on the waiting list not accepted as a starter will receive a full deposit refund.

7. SCORING

7.1 AMS

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

7.2 ORCi

Results will be calculated by the application of the *Time on Time Single Number Scoring Option*, using the *All purpose* rating, as printed on each yacht's ORCi Certificate, as a multiplier of elapsed time. The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

7.3 Performance

Results will be calculated by the application of *Time Correction Factor* (TCF) as a multiplier of elapsed time. A yacht's TCF will be determined by the Race Committee. The determination of the TCF will not be subject to protest or redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply). The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

¹ Refer paragraph 5.5 re potential entrant limits

8. TROPHIES

8.1 Trophies will be awarded as follows:

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

(All trophies are subject to sufficient starters. Unless there are 3 or more starters in a particular handicap category there will be no race for that category. With only 3 starters there will be a first prize only. Unless there are at least 5 starters there will be no second prize and unless there are at least 7 starters there will be no third prize)

8.2 Trophy Presentations

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

9. CHANGES TO RULES

9.1 Changes to ORCi Rules: 206.1 A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race. One additional light weight mainsail (drifter), measuring no larger in any way than the measured mainsails, may be carried and used.

9.2 Changes to the Racing Rules of Sailing

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

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

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

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

RRS 55.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

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

RRS 64.2: The International Jury may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule.

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

9.3 Penalties

The International Jury will, at its discretion, apply penalties for a breach of a rule of the Sailing Instructions declared by an infringing competitor without hearing or after a hearing if a protest is contested.

10. BRIEFINGS

10.1 A compulsory pre-race briefing for entrants will be held at a time and place to be announced. This briefing may be virtual, via Teams or similar software. Both crew members from each yacht are required to attend the briefing.

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

10.3 Weather briefings will be provided at a venue to be advised prior to each start time. Both crew members from each yacht shall attend the relevant briefing. This briefing may be virtual as per paragraph 10.1.

11. SAFETY REPORTING

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

- both satellite phones are operational
- Liferaft and all essential safety equipment is on board
- Engine and batteries are operational
- Yacht and crew are in a satisfactory condition to continue
- The skipper has comprehensively considered the most current weather forecast and the yacht and crew are fully prepared for the conditions forecast.

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

11.2 Yachts which are not recorded as having met the reporting requirements above may be disqualified (amends RRS 63.1).

11.3 Yachts that make a false report will be subject to action by the OA in accordance with RRS 60.2(c).

12. EVENT CLASSIFICATION & ADVERTISING

- 12.1 Advertising on a yacht shall comply with the requirements of WS Regulation 20 (WS Advertising Code). The OA may decline to accept an application for entry of a yacht which, in its opinion, is carrying advertising which conflicts with Australian or Japanese governmental regulations. If in doubt, the OA should be consulted as soon as practicable.
- 12.2 An application for entry shall contain brief details of all advertising that a yacht intends to carry. The OA shall be advised of all changes to that advertising.
- 12.3 The advertising rules apply from the time of arrival at host club (SYC) until 7 days after the yacht arrives in Osaka.
- 12.4 Melbourne Osaka Cup and logo are trademarks of the Melbourne City Council (MCC). MCC has granted the OA use of the trademarks for the purposes of marketing, conducting and promoting the race. The use of the trademarks is absolutely restricted and limited to the use by or with the consent of the OA.

13. TRACKERS

- 13.1 Yachts may be required to carry a tracking device supplied by the OA. A yacht on which such a unit fails or ceases to operate shall be required to provide additional position reports in accordance with the Sailing Instructions.
- 13.2 Failure to carry and operate a tracking device when required shall lead to disqualification of the yacht from the race (refer RRS 76.1).
- 13.3 An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the OA for the period it is carried on board.
- 13.4 AIS transmitters shall be operational at all times while racing, the transmission to include the yachts name and MMSI.

14. SPONSORSHIP AND SIGNAGE

- 14.1 A yacht shall display any sponsor's materials provided by the OA, which may include boom decals, bow decals and backstay flags, in accordance with this Notice of Race and the Sailing Instructions (WS Regulation 20.2.3.1(b)).
- 14.2 Entrants may be supplied with race flags bearing the event logo or a sponsor's name, which shall be flown in the vicinity of the yacht's backstay. Flags should be flown from at least 0800 on the day of the yacht's start time and flown again after finishing and before berthing in Osaka and should remain hoisted whenever in port.

15. MEDIA RIGHTS AND RESTRICTIONS

- 15.1 It is a condition of entry that the owner of the yacht and all crew members:

- acknowledge that the OA owns all media rights to the Melbourne Osaka Cup and may exercise those rights as it sees fit.
 - grant the OA the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images and biographical information relating to the crew and photographs, video footage and audio recordings taken of the yacht and its crew prior to, during and after the race.
- 15.2 Crew members of yachts may, prior to, during and after the race, speak to or provide material to any media representatives accredited by the OA, regarding the race and the prospects, performance or strategy of yachts entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the OA and its officers and employees, the Race Committee, the International Jury, measurers or current or former sponsors of the OA. This approval may be revoked by the OA in respect of a yacht or media representative at any time.
- 15.3 Entrants acknowledge and accept the media restrictions referred to in this paragraph by submitting the entry form.
- 15.4 Any breach of these conditions may, at the discretion of the OA, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a yacht (refer RRS 76.1). This does not limit the right of the OA to take any other action it sees fit to enforce compliance with these conditions.

16. DISCLAIMER

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

Specific attention is drawn to RRS Fundamental Rule 3, which states:

"The responsibility for a yacht's decision to participate in a race or to continue racing is theirs alone".

17. MOORING ARRANGEMENTS

- 17.1 Melbourne

Sandringham Yacht Club will coordinate as much onsite berthing as it is able in the four week lead up to the event for interstate and overseas entrants. All berthing will be arranged through the OA, who have negotiated favourable and subsidised rates for berthing but please note it is subject to availability. Overflow berthing may be arranged offsite by the OA. Also subject to availability, the SYC yacht yard will be made available for each overseas entrant for last minute haul out and short turn around (< 7 days) hardstand storage. This will be provided at member rates and may be subsidised by the OA. All competitors will receive honorary membership of SYC and will be welcome to use the Clubhouse facilities in the four week lead up to the race.

Hosts will be provided to each interstate/overseas yacht to assist with all local affairs.

17.2 Osaka

Mooring facilities in Osaka are being negotiated and details will be provided in a future Notice to Competitors.

APPENDIX A YACHT ELIGIBILITY REQUIREMENTS

To be considered eligible for entry to the Melbourne Osaka Cup, yachts shall comply with the requirements laid out in this Appendix.

General

Yachts shall be single-hulled vessels of a thoroughly seaworthy construction with an overall length (LOA) of not less than 9.00 metres and not more than 23.00 metres.

Yachts shall conform to the requirements of Australian Sailing Special Regulations Part 1, Category 1 plus the additional requirements listed below.

Yachts with full ISO 12215 compliance and holding a WS Structural Plan Review (this is consistent with the WS Off-Shore Regulations and also the AS Special Regulations) comply in all respects with regard to hull requirements. Older yachts that rely on the less demanding ABS or the EC Directive shall meet the additional bow and stern bulkhead requirements.

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

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

Structural Modifications

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

Structural Inspection

Yachts shall provide evidence of a Structural Inspection in accordance with Special Regulations 3.02.4, 3.02.5 and 3.02.6.

Fuel

Special Regulation 3.24.5(c): The minimum amount of engine fuel that shall be carried at the start of the race shall be at least (Litres = LWL (metres)/0.085). Yachts equipped with electric propulsion engines shall start the race with sufficient power, by use of batteries and generating capacity, to proceed under motor for 54 hours at 6 knots.

Communications

1. Radio:

Yachts shall have a fully functional DSC VHF radio with the yacht’s own MMSI number configured and a GPS receiver connected for position information. Yachts shall carry out a VHF radio check with a station to be nominated by the OA at least 14 days prior to the yacht’s start. Yachts shall be capable of transmitting/receiving on the following frequencies:

- VHF – All International Channels

2. Satellite phones:

In addition to VHF radio requirements, all yachts shall be equipped with 2 satellite phones, both of which shall be with a service providing continuous coverage for the race area.

The primary satellite phone shall:

- be retained in a suitable mounting which is connected to the vessel's electrical supply and equipped with a permanently located external aerial.
- be powered and configured at all times while racing so that it can receive calls.
- shall be attached to the yacht at all times.

The secondary satellite phone may be a portable unit but shall have a spare battery and be stored in a suitable waterproof housing when not in use.

All yachts shall be capable of sending and receiving email. Emails shall be monitored at least daily. Yachts shall also have the ability to send and receive SMS messages by satellite phone.

Yachts shall carry out Satellite phone call, SMS and email checks with the OA from both satellite phone units between 16 February 2025 and 16 March 2025.

Other Equipment

1. Charts

Chart plotting equipment and navigational charts covering the area of the race shall be carried in accordance with Special Regulations Part 1, para 4.10. Charts may be electronic but the primary system shall use official Electronic Navigational Charts (ENC).

2. Medical Kit

The list of First Aid equipment required for Category 1 will be supplemented and published as a Supplement to this Notice of Race prior to 30 November 2024.

Liferaft

The requirement for a liferaft is greater than 24hr. Additional equipment above that required by 4.19.2(a-e) shall be either packed into the liferaft or carried in a grab bag.

Insurance

The owner/charterer of a yacht entered in the race shall hold a marine legal liability insurance policy with respect to the yacht, current when racing and covering the area traversed by this race, with a sum insured of not less than A\$10 million or \$500 million Yen for Japanese competitors.

Registration

Owners/charterers of yachts are reminded of the requirement for registration as an Australian Ship (or the international equivalent) in accordance with [Australian Maritime Safety Authority](#) requirements.

ORCi Yachts

A yacht may only be entered in the ORCi Handicap Category if the yacht:

- has a current, valid ORCi Certificate, being an Endorsed Certificate issued by the relevant National Rating Office and
- complies with all the current ORCi Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions

AMS Yachts

A yacht may only be entered in the AMS Handicap Category if the yacht:

- has a current, valid AMS Certificate issued by <https://www.raceyachts.org/>
- complies with all the current AMS Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions.

Safety Equipment Audit

Competitors are required to submit yachts for a Safety Equipment Audit in Melbourne between the dates of 30th September 2024 and 9th March 2025. The audit is to be completed at least 2 weeks prior to the yacht's assigned start time.

All safety equipment shall be on board and available for inspection by an OA Safety Auditor.

On request by the OA, yachts shall be made available for spot inspection to audit safety regulation compliance. Spot checks may be carried out prior to the warning signal.

Yachts not meeting the safety equipment requirements shall not be permitted to start in the race.

Qualifying Race or Passage

A yacht shall complete a qualifying double-handed race of not less than 400 nautical miles, with the Osaka Cup Race crew on board, not more than six months before the start of the race.

Qualifying races include the ORCV Melbourne to Hobart Yacht Race and the CYCA Rolex Sydney to Hobart Race. Approval of an alternate qualifying race may be sought from the OA in writing.

A yacht may, with the prior approval of the OA (to be sought in writing), obtain dispensation from the requirement to complete a qualifying race by completing a nonstop double-handed ocean passage of not less than 400 nautical miles, not more than six months before the start of the race.

A yacht which is granted such dispensation shall submit a detailed log and a snapshot chart of plotter tracks of the passage with the Pre-start Documentation.

Dispensation from this may be requested in writing to the OA.

APPENDIX B STABILITY REQUIREMENTS

THE REQUIREMENTS SPECIFIED IN THIS APPENDIX APPLY TO ALL YACHTS INTENDING TO ENTER REGARDLESS OF THE HANDICAP CATEGORY UNDER WHICH THEY INTEND TO ENTER.

A1 RESISTANCE TO CAPSIZE (See AS Special Regulations, Part 1 Appendix B)

A yacht shall provide evidence as follows to demonstrate that it achieves not less than:

- an ORCi Stability Index of 115 or greater for the configuration in which the yacht proposes to race; or
- ISO 12217-2 Design Category A except that the STIX Number shall be increased to a minimum of 35. The hydrostatics and stability demonstrating the yacht's compliance with ISO Category A shall be derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source.

A2 CERTIFICATE CURRENCY

As partial evidence of compliance with stability requirements a yacht without a current valid ORCi certificate but with a previously valid certificate shall supply its most recent previously valid certificate to the OA together with a completed Stability Declaration certificate and any additional information required by the OA relating to yacht configuration and modifications.

A3 MOVABLE OR VARIABLE BALLAST

A yacht with movable or variable ballast shall provide evidence that it achieves not less than a Knockdown Recovery Factor of 0.9 under International Standard ISO 12217-2, calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the lesser of FKR₉₀ and FKR₋₉₀ used. Special Regulations Appendix B 7.2.2 shall apply.

A4 FALSIFIED DOCUMENTATION

Competitors found to be falsifying documentation, deliberately invalidating certificates or otherwise misleading the OA about stability of their yacht are subject to action under RRS 69.1. If found guilty the penalty could include disqualification. The incident would also be reported to World Sailing.

A determination by the OA as to the suitability of supplied documentation in demonstrating a yacht's compliance with the stability requirements, as to whether there is a satisfactory margin as required by this Appendix as to a yacht's compliance with the stability requirements is final and binding.

Appendix C Crew Eligibility Requirements

CREW SHALL COMPLY WITH THE REQUIREMENTS LAID OUT IN THIS APPENDIX TO BE CONSIDERED ELIGIBLE FOR ENTRY TO THE RACE. SUPPORTING DOCUMENTATION, WHERE REQUIRED, SHOULD BE PROVIDED USING THE TOP YACHT SAILOR DETAILS TAB ON THE OSAKA CUP WEB PAGE

Check	Category	Requirements
	Membership	All persons sailing on competing yachts shall be members of a AS-affiliated club or the international equivalent. AS or equivalent membership numbers shall be included on the crew list
	Age	The minimum age of any crew on a yacht is 18. The race committee may grant an exemption to this age limit if a competitor can show cause for such an exemption.
	Experience	In accordance with AS Special Regulation 2.04, each of the crew shall have sufficient experience, declared on the entry form and accepted as such by the OA.
	Training	All crew shall have completed an Australian Sailing Safety and Sea Survival Course (SSSC) or an approved equivalent. Copies of the crew members' current Certificates of Competence, or equivalent, shall be provided. The OA may conduct a SSSC in Melbourne during February 2025 subject to the requirements of competitors. It is recommended that all crew have a recognised Australian Sailing (or equivalent) qualification of at least Yachtmaster Offshore.
	First Aid	All crew shall hold a Senior First Aid (HLTAID011) Certificate or equivalent qualification or a recognised higher qualification. Copies of the crew members' certificate or other qualification shall be provided.
	Radio	All crew shall hold a Short-Range Operator Certificate of Proficiency (SROCP) or higher qualification issued by a relevant authority. Copies of the crew members' Certificate or other qualification shall be provided.

Appendix D Entry Documentation

THE DOCUMENTATION LISTED BELOW SHALL BE SUPPLIED BY 2359 ON 16th FEBRUARY 2025 TO COMPLETE THE YACHTS ENTRY TO THE RACE. A LATE DOCUMENTATION CHARGE SHALL BE APPLIED FOR DOCUMENTS RECEIVED AFTER THAT DATE

Check	Documentation	Notes
	Evidence that the yacht meets the requirements of AS Special Regulation 3.03, Hull Construction Standards	
	Evidence of meeting the stability requirements to comply with AS Special Regulation 3.04	
	Evidence of keel/rudder inspection – AS Special Regulations 3.02.5	
	Copy of Vessel (National) Registration	
	Crew list (online) showing relevant qualifications and experience	
	A signed and completed Australian Sailing Special Regulations Equipment Audit Form for Category 1, <u>plus</u> the specific requirements for this race (This may be submitted after the 16 th February 2025 but shall be received by the OA at least 14 days prior to the yacht's assigned start time)	
	Evidence that insurance cover meeting the requirements of this Notice of Race is in place	
	For entrants in ORCi or AMS divisions a copy of a current ORCi or AMS certificate	
	Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalent	
	First Aid Certificates or evidence of other acceptable qualification	
	Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification	
	406 EPIRB and PLB Certificates	
	AIS Personal Crew Overboard Beacons MMSI	
	Liferaft Inspection Certificate	
	Verification of qualifying race or ocean passage	
	Colour photograph of the yacht under sail, showing the sail number, no older than 12 months and suitable for search and rescue purposes. This may be a photograph of a size not less than 6cm x 6cm. Digital photographs should have a size not less than 227 x 227 pixels (6cm x 6cm at 96 ppi).	
	Colour photographs of each individual crew member, the same dimensions as above.	