



MELBOURNE OSAKA CUP
Double-Handed Yacht Race 2025

Notice to Competitors No. 4

Revised Notice of Race V4.0

A revised Melbourne Osaka Cup NoR V4.0, dated 3/01/2025 has been published on the [Melbourne Osaka Cup website](#).

Appendix A Yacht Eligibility Requirements

Communications

1.1 Satellite Phones

The document has been amended to include clarification of the capability of the secondary satellite phone, and additional use of other systems for sending emails.

“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.

Shall be replaced with:

The primary satellite phone shall be capable of sending and receiving email messages, SMS and voice messages. Emails shall be monitored at least daily.

The secondary satellite phone shall be capable of sending and receiving SMS and voice calls.

Yachts shall carry out satellite phone checks with the RD between 16th February 2025 and 28th February 2025.

Primary satellite phone checks to include email, SMS and voice check.

Secondary Satellite phone check to include SMS and voice check

In addition:

Emails may be sent from the yacht to the RD by other dedicated satellite or internet systems carried aboard, eg. Starlink, Inmarsat. However, these systems are not a replacement for the primary or secondary satellite phone

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.

Shall be replaced with:

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 2nd 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.

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

Shall be replaced with:

4.1 The 2025 Melbourne Osaka Cup will be conducted with the following handicap categories:

- ORCi Double Handed Rating
- Australian Measurement System (AMS)
- Performance

7. Scoring

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



Shall be replaced with

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 Double Handed 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

Appendix A

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

Shall be replace with

ORCi Yachts

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

- has a current, valid ORCi Double Handed 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

Appendix D

Entry Documentation

For entrants in ORCi or AMS divisions a copy of a current ORCi or AMS certificate

Shall be replaced with

For entrants in ORCi or AMS divisions a copy of a current ORCi Double Handed or AMS certificate



Paul Roberts
ORCV Sail Captain
3/01/2025

