

FREMANTLE INDONESIA

RACE & RALLY 2025

Notice of Race & Rally



AMENDMENTS TO THE NOTICE OF RACE & RALLY

Changes to this document are marked in **RED**

No.	Description	Posted
1	Added information to A-4 Rally - Stability Criteria for Rally Boats and B-15 Extreme Weather	16/08/24

Message from Race Director – Mike Giles

The first Fremantle to Indonesia event took place in 1981 with the finish at Bali, and many similar events have followed, most recently in 2017. (The planned 2020 event was unfortunately cancelled due to Covid). Once reaching Indonesia many entrants spent their time cruising the Indonesian archipelago or continuing to destinations further north before returning home.

FSC is now planning for the next event scheduled to depart Saturday 10th May 2025 and this time has chosen the Komodo National Park as the finish destination.

The Komodo National Park is a UNESCO world heritage area renowned for its spectacular scenery, amazing diving, aquatic wildlife, and of course the world famous Komodo dragons. The major town is Labuan Bajo, fast developing as an important tourism base with adjacent airport, hotels/resorts, and other tourist facilities. There are regular flights to and from Denpasar (Bali). It was site for the 42nd ASEAN conference when Indonesia was the 2023 ASEAN Chair. It is also a convenient point from which to cruise to other iconic Indonesian destinations, either west to Bali, north to Sulawesi, or east towards Timor.

Only slightly longer than the original Fremantle to Bali race (1510NM vs 1440NM) it is expected that once leaving the NW Australian coast that boats will experience superb trade wind sailing.

Fremantle Sailing Club is now accepting registrations for this exciting event.

For further details see the event website at www.fsc.com.au/Indonesia2025

Key Dates

Event launch	Thursday 30th May 2024 (Fremantle)
Registration opens	Thursday 30 th May 2024
Entry closing date	Friday 14 th February 2025
Final documentation close	Tuesday 22nd April 2025
Compulsory briefing	Thursday 8th May 2025
Race and Rally start	Saturday 10 th May 2025
Presentation Dinner	Friday 23 rd May 2025 (Labuan Bajo)

1 FREMANTLE INDONESIA NOTICE OF RACE and RALLY 2025

The sailing event will be conducted in the waters from Fremantle Port to Komodo National Park.

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race and Rally (“NOR”).

The race is organised and conducted by the Fremantle Sailing Club (“FSC”, also the “Organising Authority” or “OA”).

The Race Committee (“RC”) will manage both the Race and the Rally. Race Control will conduct both the Race and Rally operations.

Items marked **Race** apply only to the race entrants and those marked **Rally** apply only to the Rally entrants. Otherwise, the items apply to both.

The event is a 1510 nautical mile passage, further details of the course will be included in the Sailing Instructions (“SI’s”). An approximate location of the finish line is shown in NOR item 17.

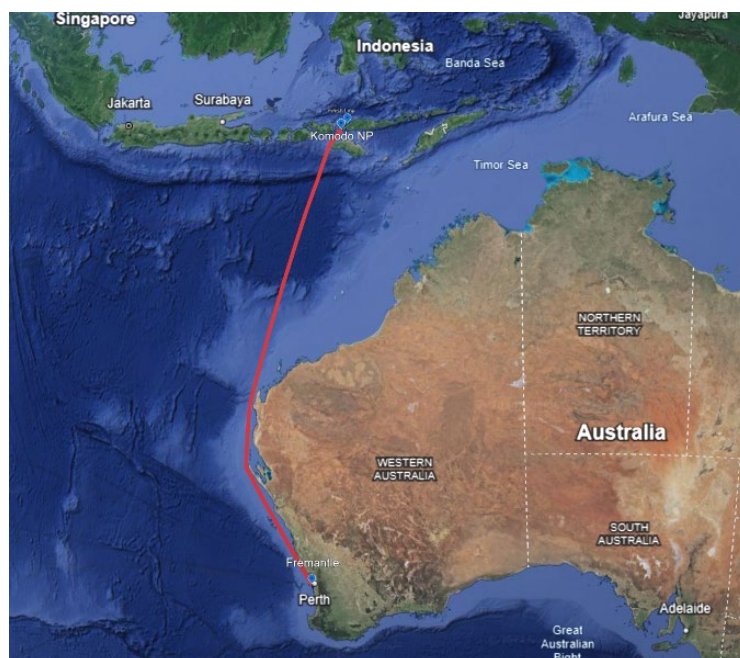
The warning signal for the Race division will be at: 11:55 on Saturday 10th May 2025, with the starting signal at 12:00.

The warning signal for the Rally division will be at: 12.05 on Saturday 10th May 2025, with the starting signal at 12:10.

Rally Boats - Early Departure

Rally boats have the option to depart at any time from 08:00 on Saturday 3rd May 2025.

As all boats must carry a tracking device, if a boat wishes to depart early, it must advise the OA by 7th April 2025 so trackers can be scheduled for early delivery. An additional payment of \$260/boat is required to cover the additional cost of the tracker, to be made by 7th April 2025.



Courtesy Google Earth

2 RULES AND REGULATIONS

2.1 General

The Race will be governed by:

- 2.1.1 The rules as defined in Australian Sailing Racing Rules of Sailing (“RRS”) 2021-2024, as amended.
- 2.1.2 The International Ratings Certificate Rules Parts A, B, C and D (“IRC”), as amended.
- 2.1.3 The Prescriptions and Special Regulations of Australian Sailing (AS) Part 1 (“AS Special Regulations”), as amended.
- 2.1.4 RRS Appendix T – Arbitration. RRS T1(b) changed to read: T1(b) A Post-Race Scoring Penalty as detailed in the Sailing Instructions.
- 2.1.5 Safety Categories: AS Special Regulations Race Category 1 plus additional requirements as detailed in Attachment B.
- 2.1.6 The NOR and the Sailing Instructions. RRS 63.7 is changed so that when conflict occurs between the NOR & the SI’s, the rules of the SI’s shall prevail. In the event that any supplementary sailing instructions (“SSI’s”) are issued, then the SSI’s shall take precedence.

The Rally will be governed by:

- 2.1.7 The International Regulations for the Prevention of Collision at Sea (IRPCAS)
- 2.1.8 The Prescriptions and Special Regulations of Australian Sailing (AS) Part 1 (“AS Special Regulations”) for Category 2, as amended, and with additional requirements as detailed in Attachments A and B.
- 2.1.9 Rally boats are permitted to use their propulsion engine and autopilot. Double handed and three handed boats must be fitted with an autopilot.
- 2.1.10 Where referenced in this NOR, certain provisions of the Australian Sailing Racing Rules of Sailing 2021-2024 (“RRS”), shall apply for Rally boats.
- 2.1.11 If conflict occurs between the NOR and the SI’s, the rules of the SI’s shall prevail. In the event that supplementary sailing instructions (“SSI’s”) are issued then the SSI’s shall take precedence.

2.2 Changes to the Racing Rules of Sailing (RRS)

- 2.2.1 **Race - RRS Part 2 Preamble:** Between the hours of sunset and sunrise the RRS Part 2 “When boats meet” rules are replaced with the right-of-way rules of the International Regulations for the Prevention of Collisions at Sea (IRPCAS). When a boat cannot determine with certainty what tack another boat is on, she shall keep clear of that boat.
- 2.2.2 **Race - RRS 41(c) Outside Help** is replaced by: A boat shall not receive help from any outside source, except: (c) help in the form of information which is freely available to members of the public, which shall include (but not limited to) navigational, weather, tide or current information from any source which is available to all competitors whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation. (By way of example and interpretation: downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in the form available to all, is permitted. However, receiving messages, data or information which is the result of interpretation as it applies to the boat is not permitted).

- 2.2.3 **Race - RRS 51 - Movable Ballast is changed:** A boat with movable ballast or variable ballast (within the meaning of those terms in the AS Special Regulations) may move that ballast for the purpose of changing trim or stability.
- 2.2.4 **Race - RRS 52 – Manual Power is changed:**
- 2.2.4.1 RRS 52 does not apply to the adjustment of sail halyards or to the adjustment of movable appendages on any boat.
 - 2.2.4.2 All boats may use an autopilot.
 - 2.2.4.3 Boats sailing double handed and three handed shall be fitted with a working autopilot.
- 2.2.5 **Race - RRS 61.3 –Time Limit:** Boats intending to protest shall inform Race Control of their intention via radio or satellite communications before finishing and complete and lodge the protest form within six hours of arriving at the Labuan Bajo anchorage.
- 2.2.6 **Race - RRS 78.2 – Compliance with Class Rules; Certificates:** Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.

2.3 Responsibility of Person in Charge

Attention of every person is drawn to Australian Sailing Special Regulation 1.02, reproduced below:

- 2.3.1 The safety of a boat and her crew is the sole and inescapable responsibility of the Person-in-Charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. The Person-in-Charge must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. The Person in Charge shall ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. Attention is drawn to AS Special Regulation 2.04 (also NOR 3.6) that specifies the crew experience required for some races. The Person-in-Charge shall also nominate a person to take over the responsibilities of the Person-in-Charge in the event of his/her incapacitation.
- 2.3.2 The establishment of these AS Special Regulations, their use by race organisers, and the inspection of a boat under these regulations does not in any way limit or reduce the complete and unlimited responsibility of the Person in Charge

2.4 RRS 3 Decision to Race or Rally

- 2.4.1 The responsibility for a boat's decision to participate in this race or rally or to continue in the race or rally is hers alone - RRS Fundamental Rule 3.

2.5 Amendments to the NOR.

- 2.5.1 The OA reserves the right to amend this NOR.
- 2.5.2 Amendments will be published on the FSC Official Noticeboard. In addition, notices of amendments may also be sent via email to all entrants.

2.6 Official Notice Boards

- 2.6.1 The Official Noticeboard will be posted online on the Fremantle Sailing Club event website www.fsc.com.au/Indonesia2025

2.7 Binding Nature of Documentation

- 2.7.1 Attention is drawn to RRS Fundamental Rule 4 "Acceptance of the Rules":

2.8 Sailing Instructions

- 2.8.1 The Sailing Instructions will also be published on FSC Official Noticeboard and may be sent via email to all entrants.

3 ELIGIBILITY AND ENTRY OF BOATS

3.1 General Requirements

The event is open to boats that comply with all of the following requirements:

- 3.1.1 Have an overall length (LOA) not less than 9.0 metres.
- 3.1.2 Have a waterline length (LWL) not less than 7.3 metres.
- 3.1.3 **Race boats** - Comply with AS Special Regulations for 2021-24 for Category 1, as amended.
- 3.1.4 **Rally boats** – Comply with AS Special Regulations for 2021-24 for Category 2, as amended.
- 3.1.5 Have a satellite communication device that shall be used as the means of communication (per AS Special Regulations 3.25.1). **HF will not be monitored.**
- 3.1.6 Comply with the additional requirements in Attachments A and B of this NOR.
- 3.1.7 Have completed the qualifying passage specified in NOR 3.5.
- 3.1.8 Have a crew that satisfies the requirements of NOR 3.6.

3.2 Insurance

- 3.2.1 Each boat shall hold a valid third-party liability insurance policy with a minimum cover of A\$10 million for any one incident. The insurance policy shall be valid for the entire voyage, including potential voyages to safe havens. Comprehensive insurance is recommended.
- 3.2.2 It is recommended that each participant consider suitable personal insurance. It is the responsibility of the PIC to ensure that this is drawn to the attention of their crew.

3.3 Race - IRC Boats

A boat may only be entered in the IRC Handicap Category if the boat:

- 3.3.1 Has a current, valid IRC Certificate, being an Endorsed Certificate in accordance with IRC 8.5;
- 3.3.2 Complies with all the current IRC Rules & Regulations, save to the extent they are specifically amended or excluded in this NOR or the SI's/SSI's (RRS 78.1).

3.4 Safety Audits

- 3.4.1 Unless special dispensation is granted by the OA, a boat shall be berthed at Fremantle Sailing Club Success Harbour not less than 7 days prior to the race.
- 3.4.2 A boat in the **Race** is required to have an Australian Sailing Category 1 National Equipment Audit Certificate, and a boat in the **Rally** is required to have an Australian Sailing Category 2 National Equipment Audit Certificate signed off by an accredited Australian Sailing National Equipment Auditor.
- 3.4.3 In accordance with the AS Special Regulations, all safety equipment shall be on board and available for inspection. On request by the RC, boats shall be made available for spot inspections to audit safety regulation compliance. Spot checks may be carried out at any time prior to the warning signal and may be carried out after a boat finishes.

3.5 Qualifying Passage

- 3.5.1 As a precedent of eligibility for this race or rally entry acceptance, a boat shall substantially complete a qualifying race recognised by the OA of not less than 150 nautical miles not more than nine months before the start of this race.
- 3.5.2 A boat may apply in writing to the OA to obtain dispensation from NOR 3.5.1 by completing a non-stop passage of not less than 24 hours, not more than nine months before the start of this event. A boat that is granted dispensation shall submit a detailed log of the passage on a form that can be obtained from the OA upon request.
- 3.5.3 At least 50% of the crew, including the skipper/PIC, (100% for double handed and three handed) that will crew the boat in this event must be on board during the qualifying passage.
- 3.5.4 A boat completing a qualifying passage should meet the safety and crew qualification requirements of this NOR prior to commencing their qualifying passage. A boat shall organise a shore contact and determine a communication schedule for the duration of the passage.
- 3.5.5 The qualifying passage must be completed by 10th March 2025 ie 2 months prior to the event start. The OA may organise a Rally qualifying passage that will meet the requirements for Rally boats. FSC's Westcoaster race will meet the requirements for Race boats.

3.6 Eligibility of Crew

- 3.6.1 All crew members shall be members of a club affiliated with AS or a club affiliated with World Sailing.
- 3.6.2 The minimum number of crew members is 4, except for the Double Handed and Three Handed divisions.
- 3.6.3 The minimum age of all crew members on a boat is 18 years of age. Younger crew members, but older than 16 years of age, may be considered by the OA at its sole discretion.
- 3.6.4 **Race** - At least 50% (100% for double handed and two of three handed) of the crew members shall have completed a Category 1 race or an equivalent passage. For three handed the third crew member shall have completed at least two Cat 2 races or equivalent. Particulars shall be supplied on the Declaration of Crew Experience form to be provided by the OA.
- 3.6.5 **Rally** - At least 50% (100% for double handed and two of three handed) of the crew members shall have completed a Category 2 race or an equivalent. For three handed the third crew member shall have completed at least two Cat 3 races or equivalent. Particulars shall be supplied on the Declaration of Crew Experience form to be provided by the OA.
- 3.6.6 At least 50% (100% for double handed and three handed) of the crew members shall have completed an Australian Sailing Safety & Sea Survival Course or an approved equivalent. Copies of the crew members' current Certificates of Competence, or equivalent, shall be provided to the OA. It is recommended that 100% of the crew members undertake this training and obtain the qualification.
- 3.6.7 At least two crew members shall hold a Senior First Aid Certificate or equivalent qualification or be a practicing medical practitioner. Copies of the crew members' Certificate or other qualification shall be provided under this NOR.
- 3.6.8 In accordance with AS Special Regulation 3.25.8, at least two crew members shall hold an appropriate certificate of proficiency or statement of attainment for the radio equipment referenced in this NOR, and copies shall be provided to the OA.
- 3.6.9 Double handed crew members, and at least two of the three handed crew members, in addition to having extensive sailing experience, must have completed at least one race or passage of at least 2 days and 2 nights duration for both persons on the boat entered.
- 3.6.10 Copies of the crew members' valid Certificates or other qualifications shall be provided to the OA in order to be eligible to enter the race.

3.7 Determination of Eligibility

- 3.7.1 A decision of the OA or the RC as to any matter under this NOR, including as to whether a boat and her crew meet the eligibility criteria for entry to the event, is final and binding and shall not be grounds for a protest and/or request for redress.
- 3.7.2 The OA is not obliged to accept an entry. The OA may reject or cancel an entry at any time at its absolute discretion.

4 DOCUMENTATION & INFORMATION TO BE PROVIDED

4.1 Online Entry

- 4.1.1 Potential entrants are encouraged to register early interest via the Registration process on the event website (www.fsc.com.au/indonesia2025) to assist the OA with planning the event, securing sponsors, and managing destination anchoring arrangements. The Registration fee is AUD \$250.00 and will be rebated against the Entry fees. Those that pay their Registration fee will receive regular email updates on the event.
- 4.1.2 Formal entry shall be made on-line via the same website in the format supplied by the OA no later than 14th February 2025. Late entry fees will apply to any entries received after this date.
- 4.1.3 The following items shall be included in the entry:
 - 4.1.3.1 Entry fees.
 - 4.1.3.2 Verification of stability, flotation and exits (NOR Attachment A).
 - 4.1.3.3 Verification of AS Special Regulations 3.01 – 3.03 construction standards.

4.2 Initial Documentation – By eight weeks prior to the start of the event (15th March 2025)

- 4.2.1 The following items shall also be lodged in a format as specified in the event website:
 - 4.2.1.1 **Race** - Class, Measurement and Rating Certificates, as required.
 - 4.2.1.2 Certificate of Currency of Insurance, in English, with details of the cover and the insurer.
 - 4.2.1.3 Completed Equipment Audit form for Category 1 (**Race**) and Category 2 (**Rally**).
 - 4.2.1.4 Verification of Qualifying Passage.
 - 4.2.1.5 Australian Sailing Safety & Sea Survival Course Certificates or acceptable equivalent.
 - 4.2.1.6 Senior First Aid Certificates or acceptable equivalent.
 - 4.2.1.7 Crew list.
 - 4.2.1.8 Declaration of Crew Experience.
 - 4.2.1.9 Radio Declaration form.
 - 4.2.1.10 Double Handed crew members, and at least two of the three handed crew members, must supply extensive documentation as proof of extensive sailing experience.
 - 4.2.1.11 Keel and Rudder Inspection Form (per AS Special Regulations 3.02.4-6)
 - 4.2.1.12 A colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be a digital photo with a resolution not less than 600 DPI and a file size of at least 2mb.

4.3 Final Documentation - By three weeks prior to the start of the event (19th April 2025)

The following items shall also be lodged in a format as specified in the event website:

- 4.3.1 Disclaimer and acknowledgment of rights form, supplied by the OA, signed by each crew member.
- 4.3.2 Proof of testing of the satellite communication device with voice and SMS.
- 4.3.3 Life raft inspection certificate.
- 4.3.4 Crew PLB information.
- 4.3.5 Crew personal MOB AIS declaration.
- 4.3.6 Additional items may be accepted after the due date 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'.
- 4.3.7 Privacy Note: Information about crew members is contained in crew lists and in the TopYacht crew register. The information is obtained for use in search & rescue situations. The information will be given to search and rescue authorities/organisations, the Water Police and Volunteer Coastal Stations, it may be passed on by them to other organisations. A condition of entry is 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 CHANGES TO SUPPLIED DOCUMENTATION

- 5.1.1 Documentation supplied with the entry under this NOR (other than crew lists and rating certificates) shall not be changed (except to correct errors/protests) after 1200 on 2nd May 2025.
- 5.1.2 **Race** - A boat's rating certificate shall not be changed after 1700 on 2nd May 2025 except as a result of a rating protest or to correct a rating office error.
- 5.1.3 A boat's crew list may be amended to correct errors or changed to allow for late crew changes or after protest but shall not be changed later than forty-eight (48) hours prior to the starting signal except that removal of crew shall be permitted at any time up to the radio check prior to the start.
- 5.1.4 After any change to a crew list, the boat shall still satisfy the requirements of this NOR.
- 5.1.5 Changes to the crew or details of any crew member shall be notified in the format required by the OA as specified on the event website.

6 FEES

All fees include Australian Goods and Services Tax (GST) (a tax invoice will be issued on request). The following Entry fees shall be paid via the online registration form:

6.1 Vessel Registration

- 6.1.1 Vessel Registration Fee is AUD \$1000.00 which includes:
 - 6.1.1.1 Administrative services.
 - 6.1.1.2 Event management.
 - 6.1.1.3 Provision of a tracking device.
 - 6.1.1.4 Trophies and prizes.
 - 6.1.1.5 Skipper entry.
 - 6.1.1.6 One ticket to the presentation dinner in Indonesia.

6.1.2 The Vessel Registration Fee **does not include:**

6.1.2.1 Additional Tours.

6.1.2.2 On Shore Accommodation.

6.1.2.3 Marina/Mooring Fees.

6.1.2.4 Cost of social events in Indonesia (other than entry to the results presentation / function as detailed in 6.1.1.5 & 6. above).

6.1.2.5 Vessel and crew charges and fees associated with leaving/entering Australia and entering/leaving Indonesia.

6.2 Crew Registration

6.2.1 Individual crew member fee of AUD \$200.00 which includes:

6.2.1.1 Administrative services.

6.2.1.2 One ticket to the Indonesia presentation dinner.

6.3 Late Fees

6.3.1 Late Fees shall be applied at the discretion of the OA.

6.3.2 Additional fee for Late Entry from 14th Feb 2025: A\$450 or a greater amount as advised by the OA.

6.3.3 Additional fee for Late Documentation from 19th April 2025: A\$400.

6.4 Cancellation or withdrawal

6.4.1 If the event is cancelled or if a boat registers for the event and then withdraws, then each boat and crew will pay the reasonable costs incurred by the OA, and the balance of any fees that have been paid will be refunded. The costs that are charged to a boat or crew person will not exceed the fees in 6.1 and 6.2 above.

6.4.2 Cancellations made after the 10th March 2025 – 50% of entry fee will be retained by the OA.

6.4.3 Cancellations made less than 14 days prior to the start – 100% of entry fee will be retained by the OA.

7 HANDICAP CATEGORIES

7.1 Handicap Categories

The event will be conducted with the following handicap categories and divisions:

- 7.1.1 **Race** - IRC Category
- 7.1.2 **Race** - Performance Handicap System (PHS) Category
- 7.1.3 **Race** - Double handed division (within IRC and PHS)
- 7.1.4 **Race** - Three handed division (within IRC and PHS)
- 7.1.5 **Race** - Corinthian division: Crew to meet World Sailing Sailor Classification for Group 1 (within PHS)
- 7.1.6 **Rally** (including Multihull) Category
- 7.1.7 Other handicap categories and divisions as may be determined by the OA having regard to interest expressed by entrants. Boats that wish to nominate an additional handicap category and divisions should do so in writing.
- 7.1.8 Where less than 6 entries are received for a handicap category or division, the OA reserves the right to re-allocate those boats to another handicap category or division.
- 7.1.9 The OA determination as to whether an additional handicap category or division will be accepted is final and binding.

7.2 Entries

- 7.2.1 A boat may enter any handicap category for which it is eligible.
- 7.2.2 A **Race** boat may not enter or participate in line honours only. A **Race** boat eligible for, and which competes in the race in a handicap category, will be scored in line honours.

8 RACE - SCORING

The scoring system for the Race will be published in the Sailing Instructions.

8.1 IRC (Overall & all Divisions)

8.1.1 IRC results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first, and so on for all finishers.

8.2 PHS (Overall & all Divisions)

8.2.1 Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time.

8.2.2 A boat's TCF will be determined by the RC or its nominee. The TCF will not be subject to protest or dispute.

8.2.3 The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first, and so on for all finishers.

8.3 Other Handicap Categories

The RC will announce the scoring system for any other Handicap Category determined under this NOR when announcing that additional Handicap Category.

9 RALLY - SCORING

The scoring system for the Rally will be published in the Sailing Instructions.

10 ADVERTISING

10.1.1 Advertising on a boat shall comply with World Sailing Regulation 20 - Advertising Code.

10.1.2 The OA may decline to accept an application for entry of a boat which, in its opinion, is carrying advertising which conflicts with governmental regulations or event sponsors. In any case of doubt, the OA should be consulted as to the suitability of any proposed advertising as soon as possible. and at least one week from the start or at the absolute discretion of the OA, the advertising may not be approved.

10.1.3 An application for entry shall contain brief details of all advertising that a boat intends to carry. The OA shall be advised of all changes to that advertising.

10.1.4 The OA may supply:

10.1.4.1 Stickers that shall be attached to each boat as directed by the OA.

10.1.4.2 A sponsors/Indonesia race/rally backstay flag that shall be flown from 0800 hours on the day of the race/rally start (or when the boat starts if starting earlier) until past Fairway Buoy, and again for 2 hours before the boat reaches the Labuan Bajo anchorage, approximately 1.5m above the deck.

10.1.5 These NOR advertising rules apply from 0700 on 10th May 2025 until completion of the final presentation in Indonesia.

11 TRACKING DEVICES AND CAMERAS

- 11.1.1 A boat shall carry a “tracking device” supplied by the OA.
- 11.1.2 A boat on which a “tracking device” fails or ceases to operate shall provide the OA with additional position reports by an approved satellite communication device in accordance with the SI’s.
- 11.1.3 The OA may place a camera on board any boat for media purposes, subject to the owner’s agreement.

12 IDENTIFICATION ON SAILS

- 12.1.1 A boat shall comply with AS prescriptions to RRS Appendix G, Identification on Sails.
- 12.1.2 An Australian boat chartered or borrowed by an international entrant may carry on the mainsail the national letters of the country represented but may have local sail numbers on other sails (amends RRS Appendix G).

13 RACE - PENALTY SYSTEM

13.1 Penalties at the time of the incident (RRS 44) are amended as follows:

- 13.1.1 **RRS 44.1 Taking a penalty:** will only apply until 30 minutes after a boat’s starting signal. This changes RRS 44.1.
- 13.1.2 **RRS 44.1 Taking a penalty:** A scoring Penalty will apply for breaking a rule of Part 2 from 30 minutes after a boat’s starting signal. The scoring penalty will be detailed in the Sailing Instructions. This changes RRS 44.1.

13.2 Scoring Penalties

- 13.2.1 Scoring Penalties will be detailed in the Sailing Instructions.

14 MEDIA RIGHTS AND RESTRICTIONS

14.1 Conditions of entry include a requirement that the owner or charterer of the boat and all crew members:

- 14.1.1 Acknowledge that the OA owns all media rights to the Fremantle Indonesia Race and Rally 2025 may exercise those rights as it sees fit.
- 14.1.2 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 relevant biographical information relating to the crew and photographs, video footage and audio recordings taken of the boat and its crew prior to, during and after the event.
- 14.1.3 May, speak or provide material to any media representatives accredited by the OA, regarding the event and the prospects, performance or strategy of boats entered or participating in the event, 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 RC, the Protest Committee, measurers or current or former sponsors of the OA. This approval may be revoked by the OA in respect of a boat or media representative at any time.
- 14.1.4 Acknowledge and accept the media restrictions referred to in this NOR on the entry form. Crew members must grant the rights referred to in this NOR by signing a disclaimer & acknowledgment of rights form, as supplied by the OA.
- 14.1.5 Acknowledge that any breach of these conditions may, at the discretion of the OA or the RC, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a boat (RRS 76.1) with the entry fee retained by the OA. This does not limit the right of the OA to take any other action it sees fit to enforce compliance with these conditions.

15 DISCLAIMER / ASSUMPTION OF RISK

All those taking part in the race do so at their own risk and responsibility. Crew members must acknowledge this and release the OA, all sponsors and their respective officers, employees, volunteers, and members, from all liability to the greatest extent permissible under law by signing a disclaimer and acknowledgment of rights form, as supplied by the OA prior to race commencement.

16 TROPHY PRESENTATIONS

The race and rally winners of the various categories will be announced and presented with trophies and prizes at a presentation ceremony to be held in Labuan Bajo on the evening of Friday 23rd May 2025.

17 Labuan Bajo Anchoring & Accommodation

The Finish Line will be a virtual finish line about 300m long located approximately in the area shown below and will be specified in more detail in the SI's.

Anchoring for up to 30 boats is expected to be available in anchorage areas adjacent to the town of Labuan Bajo. Some moorings may also be available. The OA will inform of the potential for moorings once advised by the Indonesian authorities.

In the event a boat secures a mooring, it is the responsibility of that boat to review the integrity of that mooring.

A wide range of onshore accommodation is available in Labuan Bajo.

Courtesy Google Earth



18 Contact Details (for administration purposes only)

Fremantle Sailing Club Inc),
PO Box 860, Fremantle,
Western Australia 6959

Tel: +61 8 9435 8800
FSC Web: www.fsc.com.au
Email: sailingmanager@fsc.com.au
Event web: <https://fsc.com.au/Indonesia2025>

ATTACHMENT A – STABILITY

A-1 General

The requirements specified in this attachment apply to all boats intending to enter regardless of the division or handicap category in which they intend to enter.

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

A-2 Falsifying Documentation

COMPETITORS FOUND TO BE FALSIFYING DOCUMENTATION, DELIBERATELY INVALIDATING CERTIFICATES OR OTHERWISE MISLEADING THE ORGANISING AUTHORITY/RACE COMMITTEE WITH REGARD TO STABILITY OF THEIR BOAT ARE SUBJECT TO ACTION UNDER RRS 69 "MISCONDUCT". IF FOUND GUILTY THE PENALTY COULD INCLUDE DISQUALIFICATION FROM THE FREMANTLE INDONESIA RACE AND RALLY 2025 WITH THE ENTRY FEE RETAINED BY THE ORGANISING AUTHORITY. THE INCIDENT WILL ALSO BE REPORTED TO AUSTRALIAN SAILING.

A-3 All boats

The OA may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied with regard to verification of stability, verification of construction and keel and rudder inspections, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.

A-4 Rally - Stability Criteria for Rally Boats

Acceptable stability may be demonstrated by the following, in order of priority:

1. A manufacturers CE plate indicating compliance with ISO 12217-2 Design Category A. Or, if not available:
2. Designer/Builder documentation supporting Item 1. Or, if not available:
3. 'Standard' IRC data for identical yacht supporting Item 1. An owner's declaration will be required to state the yacht has not been modified in a way which affects stability. Or, if not available:
4. "Sistership" data if a yacht is very similar to one with a known stability rating supporting Item 1. Eg using ORCi certificates. An owner's declaration will be required that the yachts has not been modified in a way which affects stability.
5. In the event a bona fide search finds no data for the above methods, a RORC calculation of a SSS number of 28 or greater. The OA has an arrangement in place with RORC for calculation of the SSS number.

Any costs associated with obtaining the above data shall be borne by the owner.

ATTACHMENT B - ADDITIONAL REQUIREMENTS

B-1 General

The following are additional requirements to the AS Special Regulations Part 1 for Safety Category 1 and 2 events: International applicants for entry will be provided with a copy of Australian Sailing prescriptions and regulations on request. These regulations vary in some respects from the World Sailing special regulations.

B-2 Communication

B-2-1 Communication between all boats (Race and Rally) and Race Control will be by Satellite communication device. It is required that all boats carry a Satellite communication device (AS Sailing Regulations 3.25 (a) (ii))

B-2-2 A satellite communication device shall:

- a) Be capable of speed dialling Race Control and AMSA, sending and receiving text messages and voice,
- b) Be capable of receiving appropriate weather warnings.
- c) Be permanently connected to the boat's power supply or be rechargeable.
- d) If portable, be secured to the boat at all times.
- e) Be installed and operated such that the boat can be contactable by Race Control at all times.**
- f) Penalties for not being contactable at all times may include disqualification.**

B-2-3 VHF Radio

- a) Boats shall be equipped with a VHF radio complying with AS Special Regulations 3.25 and shall be DSC capable, programmed with a MMSI and connected to a GPS receiver
- b) Boats shall be capable of transmitting/receiving, at a minimum, on the following channels:- International Channels 6, 16, 67, DSC 70, 72, 73, 77, 81 & 82
- c) The boat's radio shall be connected with a speaker that shall be clearly heard on deck at all times.
- d) All boats must complete a VHF radio declaration form stating a test has been made with a suitable station over a min 14NM range.
- e) All boats shall conduct a VHF radio check on the morning of the event. Details will be given in the SI's.

B-3 Satellite communication device pre-event check

Satellite communication devices will need to demonstrate that they can both transmit and receive SMS and voice calls. Email is recommended. Details of the checking procedure will be published on the event website prior to 31st Mar 2025.

B-4 Operation and Mandatory Reporting

- a) **Boats shall maintain a 24-hour listening watch for the duration of their passage on VHF Ch 16 and on any other channels specified in the Sailing Instructions, and 24-hour monitoring of their Satellite communications device.**
- b) For radio communications, a boat's name may be limited to not more than two words. Race Control may alter names where appropriate.
- c) For radio communications, Race Control will be known as Fremantle Race Control
- d) The SI's will specify the reporting requirements for all boats.
- e) In addition, the SI's will require that all boats report when they reach latitude 19 degrees South and make a declaration confirming their time of passing as well as the following:
 - (i) The Satellite and VHF communication devices are operational
 - (ii) The liferaft(s) are onboard
 - (iii) The engine is operational and batteries charged
 - (iv) The boat and crew are in a satisfactory condition to continue.
 - (v) The PIC has received and comprehensively considered a current long range weather forecast.
 - (vi) The boat has sufficient water (including emergency water) and fuel onboard to satisfy NOR B-5 and B-6 below.
 - (vii) Boats which are not recorded as having met the reporting requirements above shall be disqualified without a hearing (amends RRS 63.1).
 - (viii) Boats that make a false declaration will be subject to action by the RC in accordance with RRS 60.2(c).

B-5 Fuel Systems

The propulsion engine shall have a minimum amount of fuel sufficient to meet the charging requirements for the duration of the event and to motor at the minimum speed specified in AS Special Regulations 3.24.5 (a) for at least 72 hours. This amends ASSR 3.24.5 (b).

A flexible diesel fuel tank may be permitted if contained in a suitably constructed compartment; subject to permission being granted by the OA.

B-6 Water

Attention is drawn to AS Special Regulations 3.18.2 which states – “At least 2.5 litres of fresh water, or a watermaker capable of producing 2.5 litres, per crew member per 100 nautical miles of the course to be sailed shall be carried at the start of the race (and rally)”.

And to AS Special Regulation 3.18.4 - “Emergency drinking water: at least 1 litre of water per crew member in addition to that required by clause 3.18.2 shall be carried in a dedicated container or containers.”

B-7 Lifejackets (minimum requirements)

A lifejacket shall be worn by each member of the crew when on deck between the hours of sunset and sunrise (per AS Special Regulations 5.01.1 (g)).

In addition, a lifejacket shall be worn by each member of the crew at times such as, but not limited to:

- a) When alone on deck
- b) When on deck when the true wind speed is 25 knots or above
- c) When on deck when visibility is less than 1 nautical mile.

This changes AS Special Regulations 5.01.1 (h)

Double Handed and Three Handed sailors must wear a lifejacket at all times when on deck except briefly while changing or adjusting clothing or personal equipment.

Attention is drawn to AS Special Regulations 5.01.1(d)(iv) which notes that lifejacket spray hoods are now mandatory for Category 1 and Category 2 events.

B-8 AIS

- a) The OA has determined it is highly recommended for fully crewed and mandatory for double and three handed boats that an AIS personal crew overboard beacon capable of communicating its position to their boat and other nearby vessels to be carried by or attached to each crew member when on deck. This changes AS Special Regulations 5.01.1 (b) and (c).
- b) An AIS Transponder (ie capable of transmitting and receiving) must be fitted to each boat (per AS Special Regulation 3.29) and competitors shall ensure that the name of the boat is transmitted in addition to the MMSI number. The AIS Transponder shall be switched on and capable of transmitting and receiving at all times during the race and rally. **Indonesian Authorities require that yachts travelling in Indonesian waters transmit their position via AIS at all times.**

B-9 Charts and Guides

- a) A boat may use electronic charts only, subject to compliance with AS Special Regulations 4.10 (as amended 19th Aug 2021).
- b) The charts should cover the entire course and any potential safe havens.
- c) Sections from the most recent WA Cruising Guide (currently version 5.4) that cover the possible ports of refuge between Fremantle and the exit from Australia waters must also be carried. (Note that copies of this guide can be purchased at FSC Reception and are available on-line via the FSC website).
- d) It is recommended that boats also carry a copy of Andy Scott's Cruising Guide to Indonesia 2nd Edn, and the Indonesian Pilot in either paper or electronic form.

B-10 Additional medical items.

Boats shall comply with the minimum requirements of AS Special Regulations 4.07 except as noted otherwise in this NOR, or as required by amendments to this NOR.

For all boats, the stapling kit/wound glue is recommended.

B-11 Incident Reporting

Whilst participating in this event, there is a fundamental obligation to inform Race Control or the Race Officer of incidents as soon as practical. An incident is any event where there is any damage or risk of damage to people, property, and/or the OA.

MOB Incidents must be reported immediately to Race Control.

Any accident, boat, or equipment failure that results in any of the following (as a minimum), and when the report may improve safety and reduce the likelihood of a recurrence then a formal Incident Report needs to be completed and provided to the OA within the same period after the race as a Protest is required to be submitted:

- a) Injury that requires professional medical attention
- b) Incidents involving the need to inform Race Control such as; contact between boats, MOB, grounding, contact with a whale, structural failure.
- c) Failure of the OA's management systems that resulted in a materially worse outcome.
- d) An incident requiring outside assistance e.g. activation of a beacon/distress signal, involvement of Sea Rescue, a 3rd party to the event.
- e) A near miss of any of the above. A near miss is considered as an incident where no property was damaged and no personal injury was sustained, but where given a slight shift in time or position catastrophic damage and/or serious injury easily could have occurred.

B-12 Short Handed boats

Double Handed and Three Handed boats should be appropriately prepared for short-handed sailing, for example a working autopilot shall be fitted.

B-13 Weather Monitoring

All boats shall monitor and record the forecast for the relevant sea areas throughout the event, including information supplied by Race Control.

B-14 Rally – Safety Category 2 Compliance

Where a boat or crew do not fully comply with Category 2, the Person-In- Charge/Skipper/Owner ("PIC") of the boat may submit a "deemed to satisfy" alternative, with the onus on the PIC to demonstrate equivalent seaworthiness. The OA will consider each such case on its merits; if they decide that outside technical expertise is required for them to assess the submission, they reserve the right to charge the PIC/skipper for expenses incurred in the process. A lack of timely preparation or a lack of funds are not acceptable reasons for any variations from Category 2.

B-15 Extreme Weather

It is the responsibility of the Person-in-charge to monitor weather forecasts for the duration of their race or rally.

If Race Control obtains a forecast of extreme weather that may affect the event, they shall:

1. Transmit a forecast to all boats. It is the responsibility of the Person-In-Charge to ensure their equipment can receive the transmission.
2. Recommend that either the Race boats, or the Rally boats or both cease racing or rallying and seek shelter.
3. Race Control may also suspend the Race or the Rally.
4. It is the responsibility of the Person-In-Charge to decide whether to seek shelter, to seek sea room or take other appropriate action to ensure safety
5. If a boat decides to seek shelter, they shall notify Race Control as soon as practical after making that decision, and on arrival at their shelter.