FREMANTLE INDONESIA

RACE & RALLY 2025

SAILING INSTRUCTIONS

FSC Race and Rally Control +61 461 453 065

FREMANTLE SAILING CLUB INC.

Revision Table

Date	Revision	Deleted	Inserted
28/04/2025	Change of Race Phone number Revision 1.00	+61 478 637 135	**61 461 453 065**

Organising Authority

Fremantle Sailing Club

Race Committee

Michael Giles (Event Director) +61 419 851 494

Craig Evans (FSC CEO) +61 433 775 453

Scott Nunn (FSC Sailing Manager) +61 478 073 452

Guy Skinner (FSC Regatta Manager) +61 407 449 364

Race Control

FSC Race Control - **+61 461 453 065**

FSC Race Control Email - freo2indo2025@gmail.com

Trevor Milton (Principal Race Officer) + 61 419 280 268

David White (Race Officer) +61 0412 011 416

Notes:

- These Sailing Instructions apply to the Race and Rally as indicated.
- "Race Control" refers to both Race and Rally Control.
- NOR refers to the "Fremantle to Indonesia Race and Rally 2025 Notice of Race and Rally" and its amendments .

1. RESPONSIBILITY

Responsibility: All those taking part in the Race or Rally do so at their own risk and responsibility. The Organising Authority, Fremantle Sailing Club and their respective officers, employees, volunteers, and members, accept no liability for any injury, loss or damage that may be suffered by any competitor.

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

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

For this event Rule 3 applies to both Race and Rally boats.

2. RULES AND REGULATIONS

The Race and Rally will be governed by the Rules and Regulations outlined in the NOR Item 2 as appropriate for the Race and Rally boats.

3. BRIEFINGS

Safety briefings and race start information, dates and timing are;

3.1 Thursday 8th May, 7pm – Mandatory Race & Rally Safety Briefing, YB Tracker hand-out. Minimum two representatives to attend.

4. PRE-RACE RADIO CHECKS

4.1 Mandatory pre-race radio check - Fremantle Sailing Club Race Office will be open at 1100 hours Saturday 10th May for Radio Checks on VHF Channel 72.

4.2 Satphone testing will be possible from 22st April 2025. The procedure will be listed on the event website.

5. INSPECTION

5.1 Boats shall be made available for spot inspections by the Race Committee or its nominee at any time up until 12 hours after the boat's finish time.

6. MARKS

6.1 The Start Pin will be a Yellow Cylindrical Inflatable Buoy

6.2 The Finish Line is defined by virtual marks. See Sailing Instructions Item 11.

7. STARTING LINE

7.1 The Start Boat will be 'Success' located in the area between Hall Bank beacon and North Mole

7.2 For Race and Rally boats, the starting line will be between the orange flag displayed on the Start Boat and a yellow inflatable buoy. Boats should cross the line in a northerly direction.

7.3 A crowding mark may be laid adjacent to the Start Boat. When laid, boats shall not sail between the crowding mark and the Start Boat.

7.4 See diagrams at the end of this document for the Race and Rally boat starting area.

7.5 Boats that are participation in the Rally are request to keep clear of and give right of way to boats that are participating in the Race, in particular during the pre-start and at the start.

8. STARTING TIME / START SIGNALS

8.1 Race and Rally events are scheduled to start at 1200hrs on the Saturday 10th May 2025.
Warning signal for all Race and Rally boats is scheduled at 1155hrs.

8.2 Visual signals will be made from the Start Boat (Success) as described by SI 7.

8.3 Sound signals and/or VHF communication may be made from the Start Boat.

8.4 A boat starting later than 30 minutes after the starting signal may be scored Did Not Start at the discretion of the Race Committee.

9. INDIVIDUAL RECALL

9.1 After the stating signal the Race Committee may broadcast the sail numbers of those boats that have not complied with Rule 29.1.

9.2 Failure of the Race Committee to make a broadcast or a boat to receive any broadcast will not be grounds for redress. This changes Rule 62.1.

10. EXCLUSION ZONES

10.1 Co-ordinates of the Exclusions Zones are shown below, and indicated in Appendix C. Neither the Race nor Rally boats shall enter these zones after the start.

10.2 For the purpose of the RRS these areas are considered an obstruction and the limit of safe pilotage.

10.3 OBSTRUCTIONS

The following areas are considered as obstructions.

Fremantle Harbour Entrance

While racing, boats shall not enter an area bounded by a line joining the following marks:

MARKS	LATITUDE	LONGITUDE
Harbour Entrance Buoy Green No. 1	32° 3.443'S	115° 43.044'E
Harbour Entrance Buoy Red A	32° 3.316'S	115° 43.025'E
Harbour Entrance Beacon Red 'C'	32° 3.227'S	115° 43.969'E
Harbour Entrance Beacon Green No. 3	32° 3.327'S	115° 43.985'E

Gage Roads Deepwater Channel

While racing, boats shall not enter an area bounded by a line joining the following marks:

MARKS	LATITUDE	LONGITUDE
Northern Entrance	31° 57.855'S	115° 40.229'E
	31° 57.731'S	115° 40.337'E
Central Corners	31° 58.553'S	115° 41.668'E
	31° 58.602'S	115° 41.474'E
Southern Entrance	32° 00.392'S	115° 41.698'E
	32° 00.384S	115° 41.538'E

Swanbourne Military Exercise Area

While racing, boats shall not enter an area bounded by a line joining Swanbourne exclusion zone buoy (NW) and Swanbourne exclusion zone buoy (SW) and lines to the shore due east of these points.

MARKS	LATITUDE	LONGITUDE
SW Buoy	31° 58.875'S	115° 43.345'E
NW Buoy	31° 56.545'S	115° 43.346'E

11. COURSE AND MARK LOCATIONS

11.1 The marks for the Race and the Rally are shown below, and a diagram of the course is shown in Appendix A.

Mark	Coordinates*	Rounding/ Required Side	Comment/Report
Start (~South East of Hall Bank)	Refer to Race & Rally Start Configuration (Appendix 1)		Single start line for race and rally marked by FSC start boat "Success" at one end, and a yellow buoy at the other end.
Sumba Island	Leave to Starboard		
Komodo finish line			
Eastern Komodo Waypoint	08°49.537'S 119° 29.763'E	Leave to Starboard	Virtual Mark – approx. 4nm SE of Komodo Island
Western Komodo Waypoint	08°49.194'S 119° 29.400'E	Leave to Port	Virtual Mark– approx. 4nm SE of Komodo Island

*Note: Using the WGS84 datum.

12. COMMUNICATION PROCEDURES

12.1 Race and Rally boats are required to send a TXT (text) message via Satellite phone at 12:00hrs +/- 10 minutes every day for the duration of the event.

12.2 The TXT message from boats shall be in the following sample format, if the boats name was "Airborne":

12.3 "Airborne OK" to the primary SKED mobile phone number **+61 461 453 065**

12.4 Race control will reply "Airborne logged please reply with "Copy"". The boat shall then reply "copy"

12.5 Although unlikely, should the primary SKED phone number become disabled all boats will be notified via TXT to their satellite phone of the backup mobile phone number.

12.6 Should boats not be able to make contact with race control for a SKED via satellite or Mobile phone their YB Tracker can be used as a backup. Skippers need to review the YB Tracker instructions for details on YB Tracker Messaging. Race control will receive and reply to messages via the YB Tracker management interface.

12.7 Should boats not be able to make contact via the methods described by SI 12.1 – 6 they can email their SKED message to freo2indo2025@gmail.com

12.8 Should boats not be able to make contact via the methods described by SI 12.1 – 7 they should then attempt to contact another boat via VHF and ask them to relay their SKED message.

The relay boat shall send the TXT (text) message via Satellite phone sample format if the relay boats name was "Max Sheen": "relay via Max Sheen, Airborne OK" Race control will reply "Airborne Relay logged" Please reply with "Copy"". The relay boat shall then reply "copy" and then notify the calling boat (Airborne) via VHF radio of the status of the Relay transmission.

12.9 Race control acknowledge that some boats might at times have difficulties getting their SKED message through.
As such race control will accept messages outside, but as close as possible to the times detailed in SI 12.1 without penalty (race boats). Race control will endeavour to do everything possible to assist inside and outside of the prescribed SKED times. The overall objective is that race control achieves and maintains regular contact with boats and vice versa.

12.10 All boats shall maintain a continuous listening watch on VHF 72, applicable VHF repeater stations (ie those within range) and VHF 16 at all times.

12.11 For Race boats, failure to communicate in accordance with SI 12 on Satellite Phone or by the methods listed in SI 12 without reasonable cause shall result in the imposition of a penalty as below at the discretion of the Race Committee having regard to the circumstances.

Position Report Missed	Penalty Imposed
1st Sked missed	No penalty imposed
2nd Sked missed	20 minutes added to elapsed time
Each successive sked missed	40 minutes added to elapsed time

i.e. a boat that missed 3 sked reports without reasonable cause during the race shall receive a time penalty of 60 minutes added to the boats elapsed time.

12.12 For Rally boats, failure to communicate in accordance with this SI Satellite Phone or by the methods listed in SI 12 without reasonable cause shall result in the imposition of a penalty.

Position Report Missed	Penalty Imposed
1st Sked missed	No penalty imposed
2nd Sked missed	No penalty imposed
Each successive sked missed	No longer eligible for Rally Awards

13. RESPONDING TO AND RECORDING SKED'S BY RACE CONTROL

13.1 Overview: Race control will use TXT (text message) management software as the primary means of managing SKED messages from all boats. Once TXT messages are received, they will be acknowledged as indicated in SI 12. The YB tracker interface will also be monitored for positions. Race control will log all communications, including positions in a live Excel document which is shared with the Race Officers, IMT, Water Police and AMSA.

14. RACE CONTROL METHODS TO CONTACT BOATS

14.1 **Satellite TXT**: Race Control will use Satellite phone txt messaging as the primary form of communications. Race Control may call boats via Satellite voice call if required.

IMPORTANT: Attention is drawn to NOR Item B-2-2 which requires boats to always be contactable by Race Control and Emergency Services.

14.2 **Satellite Group TXT**: Race Control will set up "txt message Group's" for messages to go to the entire fleet from the primary or secondary race control mobile phones if necessary. Sending a group txt might for example be used to advise a change to the SKED phone number, or for a weather alert etc. Boats must acknowledge with a reply message in the following sample format: "Airborne Received" assuming the boats name was "Airborne"

14.3 **Satellite Voice**: Race Control may use Satellite phone voice calls if necessary.

14.4 **YB Tracker Messaging**: Race Control may use YB Tracker Messaging during the event to contact boats if necessary.

14.5 **Mobile Phone (LTE)**: Race Control may use mobile phone voice and txt messaging during the event.

14.6 **Email**: Race Control may use freo2indo2025@gmail.com to contact boats if necessary, where those boats can receive email.

14.7 **Marine VHF Radio**: Race Control may use marine VHF radio, if within range to contact boats if necessary.

14.8 **AMSA, WA Water Police, and/or VMR groups**: Although unlikely these may use any of the above methods to contact boats during the event if necessary.

15. MANDATORY REPORT

15.1 **LATITUDE 19deg South POSITION REPORT**
All boats in the event (i.e. Race and Rally) shall report via communications methods in SI 12 (satellite phone TXT etc) promptly after passing north of 19 degrees South to make a declaration as noted in the NOR Item B-4 and re-printed below.

As an example (if the boats name was "Airborne"), 'Airborne complies with SI 15': ie

15.1.1 The Satellite and VHF communication devices are operational

15.1.2 The liferaft(s) are onboard

15.1.3 The engine is operational and batteries charged

15.1.4 The boat and crew are in a satisfactory condition to continue.

15.1.5 The Person in Charge has received and comprehensively considered a current long range weather forecast.

15.1.6 The boat has sufficient water (including emergency water) and fuel remaining onboard to safely reach the Finish Line. This amends NOR B-4 e) (vi). (Note: Initial quantities of fuel and water when leaving Fremantle are specified in NOR B-5 and B-6).

15.2 Boats which are not recorded as having met the reporting requirements above shall be disqualified without a hearing (amends RRS 63.1).

15.3 Boats that make a false report will be subject to action by the Rally & Race Committee in accordance with RRS 60.2(c).

16. 6 HOURS TO FINISH REPORT

All boats shall report (via satellite phone TXT to the primary SKED phone number) when they estimate they are within six (6 hours) of the finish line. (For example, if the boats name was "Airborne" then 'Airborne 6 hours from finish'). There will be a prize for the race or rally boat who finishes closest to their estimated finishing time.

17. EXTREME WEATHER

17.1 In the event of extreme weather Race Control will follow the procedure described in the NOR Item B-15

17.2 If a boat encounters severe weather where winds are above 40 knots they must report wind strength and estimated wave heights to Race Control.

18. RETIREMENTS

Boats retiring from the event must notify Race Control and continue with position reports until reaching their destination.

19. FINISH

19.1 The finishing line will be a line between the virtual marks Eastern Komodo Waypoint and Western Komodo Waypoint. These represent the inner and the outer extremities of the finish line as defined in SI 11. (Appendix D shows the indicative position).

19.2 A boat is required by the Race Committee to provide evidence, in the form of screen shot or photo of its GPS track and time, to demonstrate that it has correctly crossed the finish line and has correctly recorded its finish time.

19.3 Each boat shall inform Race Control by SMS **+61 461 453 065** of their finish time as soon as practicable, but no later than 30 minutes after finishing.

20. RACE TOPHIES /PRIZES FINISH

20.1 There will be a single division for all race boats ie Division 1.

20.2 Prizes will be awarded for Fastest, IRC and PHS handicaps.

21. RALLY (and additional Race) PRIZES

21.1 To be eligible for prizes sufficient evidence should be provided eg photographs, supporting statements from crew, witnesses etc. The Race and Rally committee judgment will be final. Race boats are also eligible for these prizes. Prizes include:

21.2 Special contribution award shall be made to a boat or individual that has made the greatest contribution to helping others in the event or with preparation for the event.

21.3 Longest legal fish caught during event. Boat name, position, date and time of catch, also to be submitted. A photo of an in date recreational 'boating' fishing licence is also required if caught in Australian waters.

21.4 Best video taken on board a boat during the event of not more than 3 minutes.

21.5 Best 'on board meal' presentation. The recipe to be submitted.

21.6 Best ropework

21.7 Most accurate celestial navigation

21.8 Least distance covered in 24hrs

21.9 Most stops on the way to the Finish Line

21.10 Best nature photo

21.11 Rally boat that should have raced

22. ANNOUNCEMENT OF RESULTS

22.1 Results will be announced on Saturday 24th May in the evening at Labuan Bajo. Provisional results may be available prior on the event website.

23. HANDICAPS

23.1 Race PHS handicaps to be issued by FSC.

23.2 PHS handicaps will be available placed on the FSC communications prior to the event

23.3 Handicaps will also be uploaded to FSC event website

24. INCIDENT REPORTING

24.1 Whilst participating in the Fremantle to Indonesia Race or Rally, there is a fundamental obligation to inform Race Control/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 Club.

24.2 MOB Incidents must be reported immediately to the fleet on VHF 72 and by satellite phone/txt to Race control.

24.3 Any accident, boat, or equipment failure that results in any of the following, and when the report may improve safety and reduce the likelihood of a recurrence then a formal FSC Incident Report needs to be completed.

24.3.1 Injury that required professional medical attention

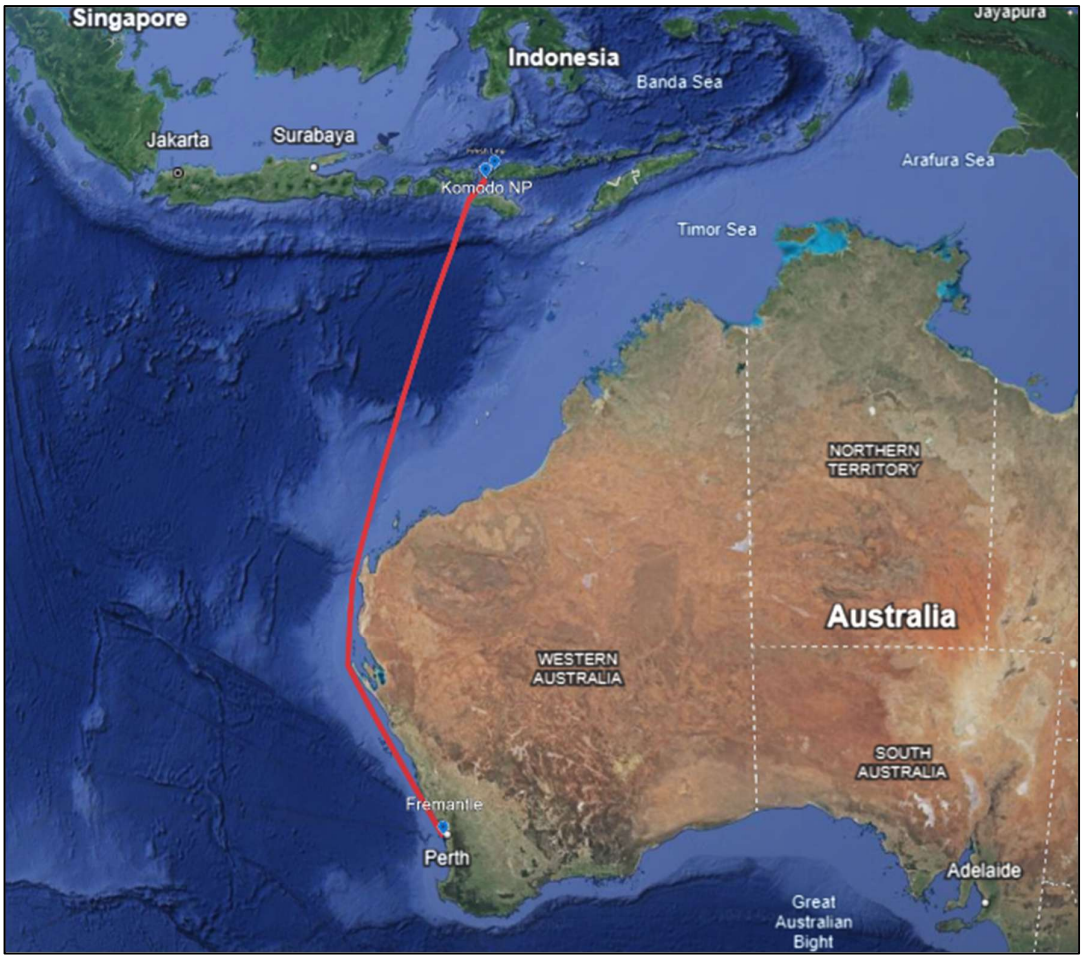
24.3.2 Incidents involving the need to inform Race Control such as; contact between boats, MOB, Grounding, structural failure, cetacean collision

24.3.3 Failure of FSC's management systems that resulted in a materially worse outcome

24.3.4 Incident requiring outside assistance e.g. activation of a beacon / distress signal, Sea Rescue, 3rd Party to the event / race.

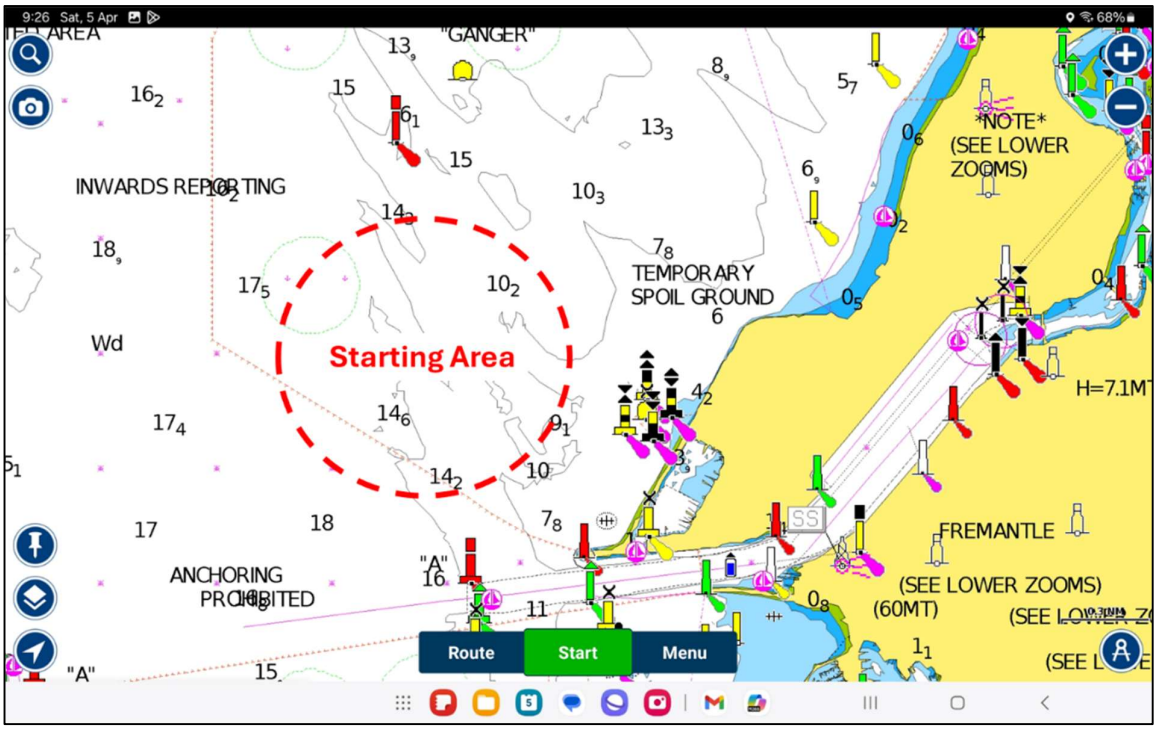
24.3.5 A near miss of any of the above. A near miss is considered as an incident where no property was damaged, and no personal injury was sustained but where, given a slight shift in time or position catastrophic damage and/or serious injury easily could have occurred.

25. APPENDIX A – RACE & RALLY COURSE



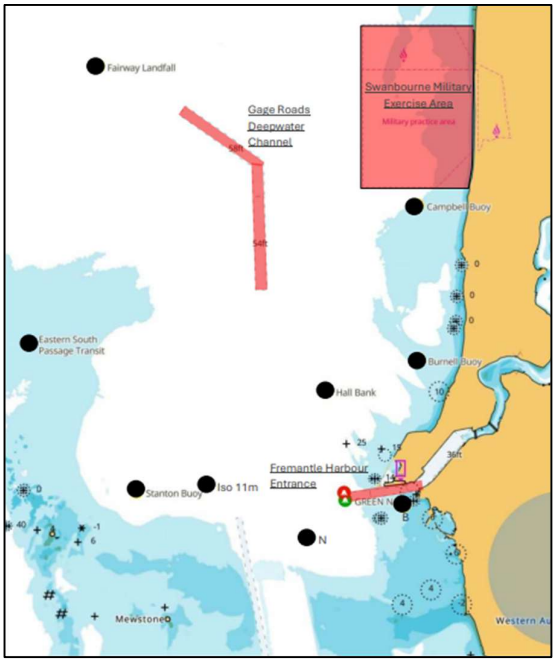
Source: Google Earth

26. APPENDIX B – RACE & RALLY START AREA



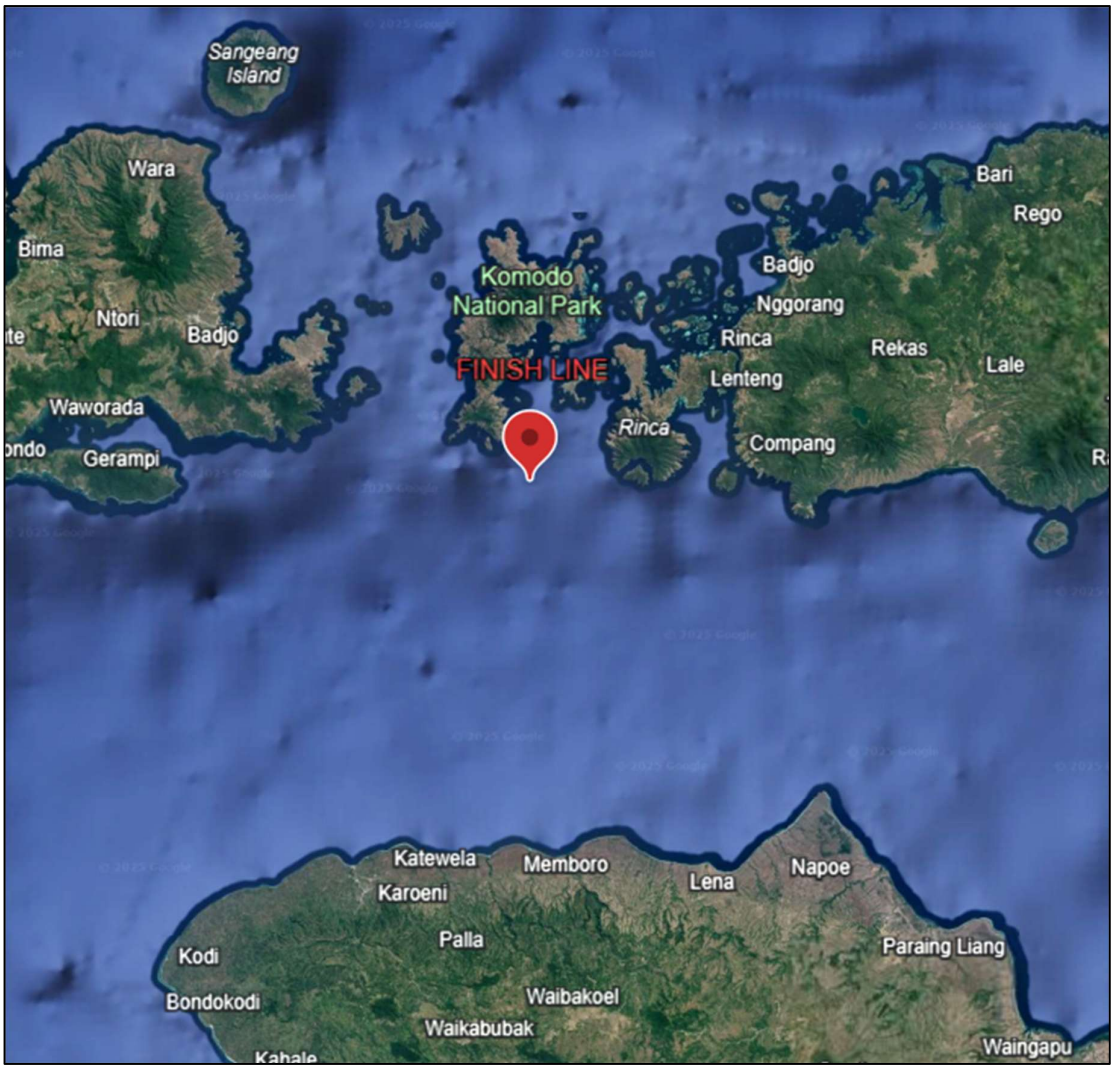
Source: Navionics

27. APPENDIX C – FREMANTLE EXCLUSION ZONES



NOTE: This diagram is a guide only and not to be used for navigation.

28. APPENDIX D – FINISH LINE



Source: Google Earth