



BRISBANE  
TO  
HAMILTON ISLAND  
YACHT RACE

*Go North*

NOR  
NOTICE OF RACE

[RQYS.COM.AU/B2HI](http://RQYS.COM.AU/B2HI)



ROBERT OATLEY  
HAMILTON ISLAND YACHT RACE

XXXXX



CLUB  
MARINE



HAMILTON ISLAND  
GREAT BARRIER REEF AUSTRALIA

*Owners and charterers of eligible Monohull and Multihull boats are invited to enter the 2024 Brisbane to Hamilton Island Yacht Race.*

*This race is organised and conducted by the Royal Queensland Yacht Squadron (RQYS) in conjunction with the Hamilton Island Yacht Club (HIYC).*

## **1. ORGANISING AUTHORITY**

- 1.1 The Organising Authority (OA) is the Royal Queensland Yacht Squadron (RQYS).

## **2. RACE GENERAL**

- 2.1 The warning signal for the race will be signaled no earlier than 1055 hours (Australian Eastern Standard Time) on Friday 2 August 2024.
- 2.2 The Race Committee (RC) may change the start time and/or date due to weather considerations.
- 2.3 At any time before the warning signal, the RC may be required to cancel or modify the event in response to QLD Government directions.
- 2.4 A minimum of 15 entries are required by 1 July 2024, for the 2024 B2HI to proceed.

## **3. RULES**

### **3.1 GENERAL**

- 3.1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- a. The International Regulations for the Prevention of Collisions at Sea (IRPCAS) will apply when a boat sailing under RRS meets a vessel that is not.
  - b. The IRC 2024 Rule Parts A, B and C.
  - c. The current ORCi Rating System Rules.
  - d. The current OMR Rating System Rules.
  - e. The prescriptions and special regulations (SR) of Australian Sailing Part 1, Category 2.
  - f. The Notice of Race (NOR) including any subsequent amendments, except as modified by the Sailing Instructions (SI).
  - g. RRS Appendix T - Arbitration.
  - h. RRS Appendix WP – Way Point Rules.
  - i. RRS Appendix RV – Reduced Visibility Racing Rules
  - j. A National Jury will be appointed in accordance with RRS 70.5(b).

### **3.2 ALTERATIONS TO THE RULES.**

- 3.1.2 The following alterations to the rules shall apply:
- a. IRC Rule 21.1.5(e): A spare mainsail may be carried in the race as a bona fide replacement for a mainsail damaged during the race.
  - b. IRC Rule 21.6.1: A boat may carry one more spinnaker than shown on her current IRC certificate without an increase of rating.

- c. ORCi Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and a boat that is also entered in the IRC Handicap Category may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under the Australian Sailing prescription to IRC Rules 11.2 and 21.6.1
- d. ORCi Rule 204: As approved by ORCi Rule 204 is modified to allow the use of autopilot for Two-Handed Boats.
- e. Add the following to RRS 41:
  - (e) *Whilst racing, a boat may retrieve data from any page of the race website, details of which are provided in the Sailing Instructions, even if that page is not publicly available. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customized for a particular boat or group of boats. A boat may, however, obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost.*
  - (f) *A boat may receive assistance in ensuring that satellite or cellular communication systems on board can transmit and receive data.*
- f. RRS 51: A boat 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.
- g. RRS 52 is amended to permit powered winches for boats racing in non-IRC Categories.
- h. RRS 52 is amended to allow self-steering equipment to be used by boats in the Two-handed division. Self-steering equipment is limited to the rotation only of the boat's stern rudder (s).
- i. RRS Appendix A5.2 is changed as per NOR 12.1.
- j. Special Regulation 3.25.1(a)(i) is changed as per NOR Appendix B. IRC Rule 22.4 is changed by NOR 11.1.1.
- k. Special Regulation requirements for Two-person entries are changed as per NOR Appendix D.

#### 4. SAILING INSTRUCTIONS

- 4.1 The Sailing Instructions will be available by 26 July 2024 and published at:  
<https://www.rqys.com.au/brisbane-to-hamilton-island-yacht-race/>

#### 5. ELIGIBILITY

- 5.1 Requirements for all boats.
  - 5.1.1 The race is open to all sailing boats monohull and multihull whose owners or persons chartering are financial members of a club recognised by the competitor's national authority.
  - 5.1.2 A boat and crew shall comply with Appendix A, B, C & D of this NOR.

## 6. ENTRY

- 6.1 Entry shall be made online through the SailSys online entry system at <https://rqys.com.au/B2H-ENTRY> with the following items submitted on SailSys or via email to [sailing@rqys.com.au](mailto:sailing@rqys.com.au):
- a. Verification of stability (satisfy compliance with Special Regulations Part 1, Appendix B & NOR Appendix A) (not required for Multihull yachts).
  - b. A current, audited Special Regulations Inspection Form for Category 2.
  - c. A Keel and Rudder Inspection Certificate as required by Special Regulation 3.02.4 and 3.02.5 (Rudder only for Multihull yachts).
  - d. Life Raft Inspection certificate/s.
  - e. Radio Installation Inspection report/s.
  - f. 406 Mhz EPIRB Registration certificate in the boat's name.
  - g. Current Measurement and Rating certificate/s, as applicable to the entered boat, issued no later than 26 July 2024.
  - h. Two (2) digital, colour photographs: the first shall be a recent photograph of the boat under sail, suitable for search and rescue purposes. The second is to be a photograph with the trysail and storm jib set which must be taken and time-stamped within the week leading up to the race start (28 July 2024 onwards). An alternative to sending a photo of the trysail and storm jib set is to display these until acknowledged by the Committee Boat before the start. Further information on this requirement will be provided in SI.
  - i. Brief history of the boat for publicity purposes.
  - j. Crew list to be completed online on the boat's SailSys entry, with PLB HEX numbers and current emergency contact details for all crew, who are not members of the crew or another competing boat.
  - k. Crew's Safety at Sea Survival Course certificate/s.
  - l. Crew's Senior First Aid certificates.
  - m. Crew's Short Range Operator Certificate of Proficiency (SROCP) or higher qualification.
  - n. Copy of the vessel's Insurance Policy proving currency at the time of the race.
  - o. Owner/Charterer Declaration, Stability and Crew Declaration forms.
  - p. Total crew weight for boats entered in the OMR category.
- 6.2 The RC may reject or cancel any entry as allowed by RRS 76.1.
- 6.3 Privacy Note: Personal information about crew members is obtained from crew lists. That information is obtained for use in search and rescue situations. The information will be given to search and rescue authorities and organisations, the water police, volunteer coastal stations and media representatives and 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 Organising Authority.

## 7. FEES

7.1 Fees shall be as per below:

<i>Fee Type</i>	<i>Entry Fee</i>	<i>Per Crew</i>
<i>Early-Bird Entry</i>	\$795.00	+ \$30.00
<i>Standard Entry</i>	\$895.00	+ \$30.00
<i>Late Entry</i>	\$995.00	+ \$30.00
<i>Late Document Lodgment Fee</i>	\$50.00 per compliance item to a maximum of \$400.00	

7.2 Included in entry Fees:

Hospitality at Briefing & Presentation  
Regatta backstay Flag  
Race Management  
Live Race Tracking  
Skippers Pack

7.3 Any refunds will be as per the RQYS Sailing Refund Policies  
(<https://www.rqys.com.au/policiesanddocuments/>)

## 8. CATEGORIES

8.1 There are eight (8) scoring categories: Monohull IRC – crewed and Two-Person Monohull ORCi – crewed and Two-Handed Monohull PHS – crewed and Two-Handed Multihull OMR – crewed and Two-Handed

8.2 Divisions may be formed in each of the above categories, subject to a minimum of five (5) entries in each scoring category.

8.3 The OA may alter, amalgamate, or divide any category and may add categories as required.

8.4 Yachts may enter any category for which they qualify.



9. SCHEDULE	
Early-bird Entry Fee	Available until 01 June 2024
Standard Entry Fee	From 02 June – 14 July 2024
Late Entry Fee	From 15 July 2024
Finalised Entries & Document Deadline.	22 July 2024
Protest Concerning Eligibility Received No Later Than	29 July 2024
Pre-race Communication check deadline (NoR Appendix B.3)	1700 hrs EST, 29 July 2024
Handicaps & Rating Published	29 July 2024
Mandatory Race Briefing at RQYS	01 August 2024 at 1800 hrs
First Warning Signal	1055 hrs EST, 2 August 2024

## 10. COURSES AND CHARTS

- 10.1 The course to sail shall be:  
Start in Moreton Bay – to the North West Fairway mark via the North-West Channel – Bell Cay to Starboard finish in a northerly direction in Dent Passage.
- 10.2 The race distance is approximately 530 Nautical Miles.
- 10.3 A boat shall carry the charts (refer AS Special Regulation 4.10) in paper or electronic form covering the course area. Charts covering the course are AUS 815, AUS 816, AUS 235, AUS 236, AUS 252, AUS 818, AUS 819, AUS 820, AUS 490, AUS 823, AUS 824, AUS 821, AUS 367, AUS 254.

## 11. SCORING AND HANDICAPS

- 11.1 IRC and ORCi Category Results will be decided by the application of the Time Corrector (TCC) as shown on the IRC or ORCi Certificate as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.
- 11.2 For boats holding two IRC certificates the certificate showing the higher TCC shall be used for scoring purposes.
- 11.2.1 Boats shall sail with no more than the number of crew stated on their IRC certificate, but there shall be no weight restrictions.
- 11.2.2 ORCi crew weight shall be calculated using ORCi Rule 102.2. ORCi Category Results will be decided by single number Time on Time scoring using a boats “All purpose” handicap number.
- 11.3 PHS will be decided by the application of the Time Correction Factor (TCF) as a multiplier of elapsed times. The starting TCF shall be determined by the RC and shall not be subject to protest or request for redress (amends RRS 60.1 and 62).
- 11.4 OMR Category Results will be decided by the application of Time Correction Factor (TCF) as a multiplier of elapsed times as shown on the OMR rating. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

## 12. PENALTIES

- 12.1 A boat that fails to return and start when signaled in accordance with RRS 29.1, shall receive a 30- minute elapsed time penalty. This alters RRS Appendix A5.1.
- 12.2 RRS 44.1 & 44.3 may be altered by the SI.

## 13. ADVERTISING

- 13.1 Boats may be required to display the event sponsors name or logo in accordance with World Sailing (WS) Advertising Regulation 20.4 as directed by the RC.

## 14. RACE BRIEFINGS

- 14.1 It is mandatory that at least two (2) of either the Owner, Skipper, Sailing Master/Boat Captain or Navigator attend and sign on to show attendance at the compulsory race and weather briefing. Failure to attend may result in a Discretionary Penalty (DP) or protest by the Race Committee.

## 15. PRIZES AND TROPHIES

- 15.1 The overall winner of the B2HI yacht race will be the boat that wins the overall IRC Handicap Category.
- 15.2 Prizes shall be awarded to 1st, 2nd and 3rd in each Category for the race, subject to a minimum of five (5) entries received.
- 15.3 A Line Honours prize shall be awarded to the first monohull and multihull to finish the race.
- 15.4 Other Prizes and Trophies may be awarded at the discretion of the RC.

## 16. MOORINGS AND ARRANGEMENTS

- 16.1 Berthing is available at either RQYS Marina or Rivergate Marina by pre-booking on a first come first served basis.
- 16.2 RQYS Marina (LAT 2m): Berthing for competing boats may be available at RQYS from 0900 hrs on Wednesday 26 July 2024 until the start of the race, at entrants' expense.
- 16.3 Boats requiring berthing must book a berth with the Marina Office on 07 3393 3554 / [marinaadmin@rqys.com.au](mailto:marinaadmin@rqys.com.au). It is a condition of entry that yachts shall moor in accordance with the Directions of the Marina Manager, berthing arrangement is subject to availability and depth constraints.
- 16.4 Rivergate Marina: Mooring for deep draft vessels may be available at Rivergate Marina, Brisbane River. Phone +61739 071 600 or [info@rivergate.com.au](mailto:info@rivergate.com.au).
- 16.5 Subject to berth availability Hamilton Island Yacht Club will provide berthing for a minimum of 24 hours after a boat has completed the race. Further information will be provided at the Race Briefing. For longer-term berthing at Hamilton Island contact the Hamilton Island Marina on 07 4946 8353.
- 16.6 A one-way equipment and gear transport, at a cost to boats, will be arranged by RQYS to Hamilton Island.

## 17. DISCLAIMER

- 17.1 The Organising Authority, the RC, the Regatta sponsors and their respective representatives, officers, members, and volunteers accept no liability whatsoever for any loss of life, property, personal injury, or damage caused by or arising out of the 2024 Brisbane to Hamilton Island Yacht Race. Participants compete entirely at their own risk.

## 18. CONDITIONS OF ENTRY

- 18.1 By entering, the owner/charterer agrees to be bound by all of the rules and conditions of the race, acknowledges and accepts:
- 18.1.1 They and the crew are familiar with and understand the Racing Rules of Sailing and the Australian Sailing Special Regulations; and
- 18.1.2 They and the crew are familiar with and understand RRS 3 “Decision to Race” and Special Regulations 1.02 “Responsibility of the Person in Charge”.
- 18.2 The entry of the boat and crew is agreed to and accepted by the RQYS on the basis that the owner/charterer, their skipper, and crew are individually aware of and conversant with the risks involved in the sport of ocean racing and that their participation is entirely at the risk of the owner/ competitor and their skipper and crew.
- 18.3 The owner/charterer warrants the suitability of their boat for the race.
- 18.4 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/charterer who must ensure that the boat is fully found, thoroughly seaworthy, and managed by a crew of sufficient number and experience who are physically fit. The owner/ charterer must be satisfied as to the soundness of the hull, spars, rigging sails and all gear. They must ensure that all safety equipment is properly maintained, stowed and in-date and that the crew know where it is kept and how it is to be used.
- 18.5 Neither the RQYS, its officers, employees, or agents shall be responsible/ liable for any loss, damage death or personal injury however caused to the owner/charterer, their skipper or crew or their property as a result of their taking part in this event and its related activities, including pre-start and post finish operations and shore activities.
- 18.6 Neither the RQYS, its officers, employees, or agents shall be liable for any costs or expenses that may be incurred as a result of special assistance at sea being arranged for any reason whatsoever.
- 18.7 Neither the existence of these conditions, and their use by the race organisers, or the inspection of the boat pursuant to these conditions in any way limits the absolute responsibility of the owner/charter and crew.
- 18.8 The crew has been advised by the owner/charterer to satisfy themselves as to the experience of the skipper and the adequacy of the boat, all safety equipment and insurance arrangements.



## **19. USE OF IMAGES AND RECORDING**

- 19.1 By entering the event boats give the OA the right to use images and recordings of a boat and its crew for any reasonable purpose including publicity and safety before, during and after the event.

## **20. FURTHER INFORMATION**

- 20.1 For further information contact the RQYS Sailing Office at [sailing@rqys.com.au](mailto:sailing@rqys.com.au) or the Race

Director Mark Gallagher Phone: +61 418 180 097

# APPENDIX A

## STABILITY AND HULL CONSTRUCTION REQUIREMENTS FOR MONOHULL YACHTS

A determination by the OA as to the suitability of supplied documentation in demonstrating a boat's compliance with the Stability and Hull construction requirements is final.

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### 1. STABILITY OF BOATS WITH MOVABLE OR VARIABLE BALLAST

- Refer to the Special Regulations Appendix B.

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### 2. ALL BOATS – RESISTANCE TO CAPSIZE

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

- An ORCi Stability Index of no less than 110 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217-2 Design Category.

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### 3. BOAT HOLDING CURRENT, VALID ORCI RATING CERTIFICATE

A boat with a current, valid ORCi Rating Certificate shall supply that certificate, including the measurement inventory.

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### 4. BOAT PREVIOUSLY HOLDING VALID ORCI RATING CERTIFICATE

A boat without a current, valid ORCi Rating Certificate but with a previously valid (issued within 5 years before race start, but not current) ORCi Rating Certificate shall supply its most recent previously valid (but not current) certificate, including the measurement inventory for the configuration in which the boat proposes to race, accompanied by a completed Stability Declaration (refer to Special Regulations Appendix B3.3 for specific requirements).

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### 5. BOAT ACHIEVING ISO 12217-2 DESIGN CATEGORY A

A boat with a current, valid certificate demonstrating that it achieves International Standard ISO 12217-2 Design Category A shall supply that certificate.

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### 6. HULL CONSTRUCTION SCANTLINGS

All boats shall comply with SR 3.03, for Category 2 events.

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### 7. KEEL AND RUDDER INSPECTION

Keel and Rudder Inspection Certification as required by Special Regulation 3.02.4 and 3.02.5.

# APPENDIX B

## ADDITIONAL REQUIREMENTS

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### 1. GENERAL

The following requirements add to the requirements of Australian Sailing Special Regulations Part 1 for Category 2 Races. International entrants will be provided with a copy of the Australian Sailing prescriptions and regulations on request. These regulations vary in some minor respects from the ORC special regulations.

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### 2. COMMUNICATIONS

**All position schedules during the 2024 Brisbane to Hamilton Island Yacht race will be conducted by Satellite Telephone (satphone).**

Boats shall carry a Satellite Telephone (satphone) installed in accordance with Special Regulation 3.25.1(a)(ii). The satphone “...*incorporating voice and SMS capability, shall be retained in a securely fastened mounting, connected to the vessel’s electrical supply, equipped with a permanently located external aerial, and continuous coverage for the race area.*”

Boats shall carry a permanently installed VHF transceiver that is DSC capable with its own unique MMSI. **This amends Special Regulations Part 1, 3.25.1(b)(i).** The radio VHF shall be capable of transmitting/receiving, as a minimum, on the following frequencies: VHF Channels 16, 21, 22, 67, 70, 72, 73, 77, 80, 81, 82.

Boats are not required to carry an HF Radio.

Boats shall maintain a 24-hour listening watch for the duration of their race on VHF Channel 16 and regularly monitor their satphone for missed calls and out-of-schedule messages.

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### 3. PRE-RACE COMMUNICATION CHECK

Boats shall carry out a mandatory satphone communication check with the RC by voice and text to

+61404 900 546.

Yachts are also required to carry out a mandatory radio check on VHF Channel 16 with Coastguard Redcliffe or VMR Southport. Radio checks shall be carried out in open water well away from the confines of any marina. Boats must specify in the radio check:

- a. the boat name;
- b. the boat registration; and
- c. that the purpose of it is to comply with the Brisbane to Hamilton Island Yacht race requirements.

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#### 4. RADIO AND SATELLITE PHONE INSTALLATION INSPECTION REPORT

Boats shall provide a radio and satellite phone inspection report to verify the adequacy of the installation and operation of a boat's radio/s and satellite phone/s. The inspection report is to be provided on the form at Appendix E. The report can be completed by a marine electrician, radio technician, or business that specialises in the installation of marine electronics.

For radio communications, a boat's name may be limited to not more than two words. The RC may alter names where appropriate.

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#### 5. AIS

Boats must be fitted with AIS with the ability to send and receive which shall be active in both modes at all times. This instruction may only be protested by the race committee. This alters RRS 60.1 and 60.2.

# APPENDIX C

## BOAT REQUIREMENTS

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### 1. REQUIREMENTS

- Be single hulled and self-righting (not required for Multihull yachts).
- Be built in accordance with the Special Regulations Part 1, section 3.03, and 3.05 for Category 2.
- Have a waterline length not less 7.5 metres.
- Comply with the Australian Sailing Special Regulations Part 1 for Category 2 events.
- Comply with Appendix A, B, C and D of this Notice of Race.
- Be on the register of a Yacht Club affiliated with its National Authority.
- Multihulls shall comply with the variations for multihulls.

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### 2. INSURANCE

The owner or charterer of a boat entered in the race or series shall hold a marine legal liability insurance policy with respect to the boat, current when racing and not racing, with a sum insured of not less than AUD\$10 million (or its equivalent in another currency). The policy shall state that the boat is covered for the race in which it is participating or that it is covered for races of a length greater than the length of the race in which it is participating. The policy shall be in effect throughout the race of the 2024 Brisbane to Hamilton Island Yacht Race.

**Note:** insurance policies often cover for up to 500 nm. This race is over 500 nm; therefore, an extension may be required on your policy.

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### 3. IRC BOATS

Boats may enter in the IRC Category if the boat has a current and valid Endorsed IRC certificate, issued by RORC or UNCL based on information provided by an RORC/UNCL approved measurer. Certificates dated on or after 21 July 2024 will not be accepted.

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### 4. ORCI BOATS

Boats may enter in the ORCi Category if the boat has a current and valid Endorsed ORCi certificate. Certificates dated on or after 21 July 2024 will not be accepted.

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### 5. PHS BOATS

Boats entering the PHS category only, shall satisfy the requirements of Appendix A.

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### 6. OFFSHORE MULTIHULL RULE BOATS

A boat may enter in the OMR Category if the boat has a current, valid OMR rating and complies with all the current OMR Rating System Rules. Boats must declare the total crew weight.

# APPENDIX D

## CREW REQUIREMENTS

- The minimum number of crew, except for Two-Person boats, shall be five (5).
- The number of crew on any boat in the Two-Person category is two (2);
  - Both crew shall comply with special Regulation 2.04.1(Crew Experience), 3.25.8(a) Radio, 4.07.6 (First Aid) and, 6.01.1(a) (Training).
- The minimum age of any crew member is sixteen (16) years of age. Minimum ages are taken from the start date of the race.
- At least 50% of the crew including the skipper & or sailing master shall have completed a Category 1 or 2 race or an equivalent passage.
- At least two (2) crew members on the boat shall have and provide a copy of their HLTAID011 (Provide First Aid) Certificate or equivalent or higher qualification (HLTAID011 requires both HLTAID009 (CPR) & HLTAID010 (Provide basic emergency life support) to be in date).
- At least one (1) member of the crew on the boat shall have and provide a copy of their Short Range Operator Certificate of Proficiency (SROCP) issued by a relevant authority, or equivalent or higher qualification, as per SR Part 1, Section 3.25.
- At least 30% of the total crew (rounded up) of each Fully Crewed boat must have a current and valid Safety and Sea Survival Certificate as per SR Part 1, Section 6, OR an equivalent course recognised by the RC.
- It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.



# APPENDIX E

**AUSTRALIAN SAILING**  
**MARINE COMMUNICATIONS INSPECTION FORM**

<b>MARINE COMMUNICATIONS INSPECTIONS</b>		<b>MONOHULLS &amp; MULTIHULLS</b>		<b>This Form is <i>Recommended</i> to demonstrate compliance with SR 3.25, 3.26, 3.29 AND 3.30 (Specifications and Testing) and includes SR 3.23 Navigation Lights</b>	
<b>DATE OF INSPECTION</b> _ / _ / _		<b>SAIL NO:</b>		<b>BOAT NAME:</b>	
Inspection form valid until _ / _ / _ (one year from date of inspection).				<b>RACE CATEGORY</b>	
<b>OWNER DETAILS</b>					
<b>OWNER(S) NAME(S):</b>		<b>OWNER(S) CLUB(S):</b>			
<b>REGISTRATION DETAILS</b>					
<b>HF CALL SIGN:</b>		<b>MMSI</b>			
<b>SATELLITE PHONE NUMBER:</b>		<b>SECONDARY SATELLITE PHONE NO (if carried)</b>			
<b>MARINE ELECTRONICS SURVEYOR / INSPECTOR DECLARATION</b>					
I have surveyed the marine communications equipment on the above-mentioned yacht in accordance with Special Regulations 3.23, 3.25, 3.26, 3.29 and 3.30 as outlined below. The equipment was found to be compliant with the Special Regulations and in good working order at the time and date of this Inspection/Survey.					
Inspected by (print name) _____ Signature _____ Date _____					
Surveyor /Inspector's Qualifications _____					
Surveyor /Inspector's Company/Business & contact details _____					
<b>OUTSTANDING ITEMS – To be re-tested. When complete, item to be ticked or initialled below</b>					
<b>AS Special Regulations Radio Specifications and Testing</b>					
This Section to be completed ticked or initialled or marked not applicable 'n/a' by Radio Inspector (RI)					

REG	ITEMS FOR INSPECTION		RI
3.23	Navigation lights as per IPRCAS		
3.25.1	(a)(i) HF transceiver (if fitted) Permanently installed (Cat 1, 2)		
3.25.2	If HF DSC	MMSI programmed Connected to GPS receiver Able to send alerts	
3.25.3	(a) HF distress frequencies 4125, 6215, 8291 kHz (b) HF race frequencies (NoR), specify when defined e.g. 4483, 6516, ..... (b) HF transmission satisfactory on all frequencies Name of Station: .....		
3.25.5	(a) HF emergency antenna (Cat 1 - 3)		
3.25.1	(a)(ii) Satellite (sat) phone (if fitted) Securely fastened mounting Connected to vessel's electrical supply Permanent external aerial Continuous coverage for race area		
3.25.5	(a) Satellite phone emergency antenna or alternative means to maintain sat phone capability (Cat 1 - 3)		
3.25.1	(b)(i) VHF transceiver permanently installed (Cat 1 - 4) (b)(iii) VHF transceiver permanently installed, or waterproof handheld transceiver (Cat 5, 6) – circle		
3.25.2	If VHF DSC	MMSI programmed Connected to GPS receiver Able to send alerts	
3.25.4	(a) VHF rated with output 25W (b) VHF mast head antenna (Cat 1 - 3) (c) VHF transmission and reception with a base station of at least 8 nautical miles distant (Cat 1 - 3) Name of Station, ..... (d) VHF race frequencies (NoR), specify when defined .....		
3.25.5	(a) VHF emergency antenna (Cat 1 - 3) (a) AIS emergency antenna if different than VHF (b) VHF emergency antenna if antenna on mast (Cat 4)		
3.25.1	(b)(ii) Handheld VHF radio (Cat 1 - 3) (b)(v) If DSC, unique MMSI should be programmed		

3.25.6	(a) Handheld VHF rated output 5W	
3.25.7	At least two means of receiving weather bulletins (Cat 1 – 4)	
3.26	Sealed type batteries from which liquid electrolyte cannot escape (Cat 1 - 3)	
3.29	AIS Transponder (Cat 1, 2 plus Cat 3 from 01/07/22)	
3.30	GPS permanently installed (Cat 1 - 3)	
<b>AREA</b>	<b>TESTS / INSPECTIONS</b>	<b>R</b>
Power	Power supply – battery banks, terminals, cabling, charging arrangements, alternator in good condition Battery terminal on load voltage; ..... Volts Acceptable minimum 11.4 V    Yes    No	
HF	HF ATU effective on all required frequencies	
	HF ATU effective on all required frequencies on emergency antenna	
	HF main antenna, coaxial cable and connections in sound condition	
	HF earth system effective	
	HF emergency antenna and connections in sound condition	
Sat Phone	HF insulators of good quality and sound condition	
	Sat phone function for voice, SMS (& email if NoR)	
VHF	Sat phone antenna & alternative in sound condition	
	Sat phone power in sound condition	
	VHF main antenna, connections in sound condition	
	VHF coaxial cable feeder low loss quality, good connections	
Handheld VHF	VHF emergency antenna and connections in sound condition	
	Handheld VHF provision for charge or replacement of batteries adequate	
AIS	Programmed with yacht name and MMSI Functioning	
Lights	Navigation lights working - If LED, tested with VHF Radio	
Signs	Distress Procedures, Callsign (HF), and satellite phone number visible	
GPS	Abile to record MOB position in 10 sec and monitor	
NoR	Marine Radio Operators Handbook on board	

NoR - Notice of Race

# APPENDIX F

AUSTRALIAN SAILING (AS)

## 2021-2024 KEEL AND RUDDER INSPECTION FORM



<b>CAT 1/2/3</b>		
DATE OF INSPECTION _/_/____	SAIL NO:	BOAT NAME:

### OWNER DETAILS

OWNER(S) NAME(S):			
OWNER(S) AS NO(S):		OWNER(S) CLUB(S):	

### BOAT DETAILS

DESIGNER:		PRIMARY LAUNCH DATE:	
BUILDER:		WORLD SAILING PLAN REVIEW NUMBER:	

### THE FOLLOWING CHECKS MAY BE COMPLETED WITH BOAT IN THE WATER

ITEM:	ACTION:	INSPECTOR'S NOTES:
Keel Bolts	Check for excessive corrosion. Torque to manufacturer's specifications.	
Internal Hull Structure	Check for signs of structural failure and/or laminate separation especially in the area around the keel structure, keel floor and other stress points.	

### THE FOLLOWING CHECKS TO BE CONDUCTED EXTERNALLY WITH THE BOAT OUT OF THE WATER:

External Hull Condition	Check for hull stress cracks around leading and trailing edge attachment point to structure, hull appendages and keel sumps.  Inspect keel/hull interface for signs for damage by tip deflection test.	
Rudder	Check for cracking of the rudder bearing/hull assembly  Inspect rudder for integrity by tip deflection test.	

### DECLARATION OF COMPLETED INSPECTION

LOCATION:		DATE:	_/_/____
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This visual inspection has been conducted to observe and report on visually noticeable indications that may compromise the structural integrity of the vessel's keel and rudder. It does not ensure that the vessel is seaworthy or that the Owner has repaired the identified problems.

PRINT NAME:	
ADDRESS:	


SIGNATURE:
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