



RACE AROUND AUSTRALIA

2028 Around Australia Yacht Race

Preliminary Notice of Race

26 December 2025

*This document is the Preliminary Notice of Race published by the
Shorthanded Ocean Racing Association of Australia Inc.
The formal Notice of Race will be published by 1 August 2026.*

1. The Event

1.1 Concept

The 2028 Race Around Australia is a repeat of the 1988 doublehanded yacht race around Australia on its 40th Anniversary. The key aspects are:

- Start mid-August; finish mid-November 2028
- Doublehanded
- 5 Legs with 4 Stopovers and 2 Sprint Stages with 2 Pitstops
- 40-60' Monohull and Multihull
- Offshore Safety Category 1+

Note: The aim is to run a similar but not necessarily the same event as 1988. The heritage will be celebrated but the course, entrants, safety requirements etc. will be set to maximise participation, safety, ease of logistics, promotion, and success of the event.



1.2 Organizing Authority

The organizing authority is the Shorthanded Ocean Racing Association of Australia Inc. (SHORAA), which is affiliated with Australian Sailing as a class association.

NOTE The Association will seek ASIC National Body Registration during 2026.

1.3 World Sailing, Australian Sailing, and AMSA

The event will run under the auspices of the governing bodies for sailing, including World Sailing and Australian Sailing. The route and safety equipment requirements, communications, and risk management planning will be finalized after consultation with the Australian Maritime Safety Authority (AMSA). We will also consult with marine, port and conservation agencies (e.g. Great Barrier Reef Marine Park Authority).

1.4 Safety Approach

The 1988 event had a tragedy with the loss of life, a yacht capsized in the waters off Tasmania, another capsize, and a dismasting. Consequently, SHORAA intends to have a very high degree of risk mitigation and to take a precautionary approach in running the event.

We expect all Entrants to similarly exhibit a very high degree of safety and risk management in boat preparation, safety equipment carried, navigation, and overall ethos throughout the race.

2. The Yachts

2.1 Eligibility

- Yachts will be 40-60' multihulls and monohulls (length of hull, not including bowsprits or fittings such as rudders/davits/windvanes/hydrogenerators off stern).



- Monohull yachts less than 40' may apply for **Provisional Entry Status** if they have an IRC rating of 1.000 or above, have held a Category 1 certificate, and have successfully completed a race of at least 500 nm.
- Monohull yachts of 40' and above must have an IRC rating of 1.000 or above (or if not IRC rated, the proven ability to achieve an average VMG of at least 6.5 knots).
- Australian Sailing Category 1+ (including hull structure, fixed equipment and stability), with additional event prescriptions set out below and in the Notice of Race.
- Maximum draft 4.5 m, canting keels and foils allowed.
- Whilst stored power may be used, in emergency situations the yacht must be able to be handled by two Crew without any use of stored power (e.g. periods with no autopilot and using manual winches/hydraulic pumps etc.). It is expected that yachts will rely primarily on renewable energy (solar, wind, hydro) for their power generation at sea.
- Yachts must be largely self-sufficient in ports, noting marina berthing and port facilities may be limited and at entrants' cost.
- Current Third-Party insurance coverage of at least \$10 m must be held.
- Rating systems: IRC (monohulls), OMR (multihulls) and arbitrary/performance handicap. Monohulls with IRC must have an Endorsed IRC rating; if not, their non-endorsed IRC rating information will be used for their arbitrary/performance handicap.
- Divisions will be set by Race Director depending on the range of entries.
- Classes (e.g. Class 40, IMOCA or TP/PAC 52) need 4 starters.

2.2 The Crew

Each Crew must comprise two experienced sailors who must both be members of SHORAA and of a club affiliated with a Member National Authority of World Sailing (e.g. a Yacht Club affiliated with Australian Sailing). Each Crew Member must be at least 18 years old on the first of August 2028.

The Crew is to comprise the same two people from start to finish (with an exception for medical reasons see section 3.9). One person is to be nominated as the Person in Charge.



2.3 Expression of Interest & Provisional Entrant

Yachts that meet the above eligibility requirements can provide an **Expression of Interest** to obtain **Provisional Entrant** status. Yacht (and Crew) suitability will be assessed by SHORAA on the basis of the eligibility requirements above, along with considerations such as: seaworthiness for the remote and rugged passages; provision of suitable protection and amenity for the crew on extended passages in tropical and Southern Ocean conditions; and the likelihood of keeping up with the majority of the fleet.

Owners of yachts that do not meet the above eligibility criteria may express interest and apply for dispensation of specific requirements they do not meet.

Expressions of Interest will be considered by a Review Panel, prior to **Provisional Entrant Status** being offered. SHORAA may offer Provisional Entrant Status; if SHORAA does not offer Provisional Entrant Status, this is unappealable and reasons need not be disclosed. SHORAA may request further information or commitment(s), or offer recommendations following their deliberations.

SHORAA reserves the right to reject or accept an expression of interest and/or entry.

Provisional Entrant Status will be offered with priority to those yachts that fully meet the eligibility requirements.

Expressions of Interest may be made by an individual who has not yet built or purchased the yacht to be entered. Such an individual will have the benefits of **Provisional Entrant Status**, however, they will still need to have the eligibility of their yacht accepted prior to them becoming an Entrant. (This could be done pre-purchase or from design to confirm eligibility).

2.4 Maximum Fleet Size

The maximum fleet size will be determined by the capacity of stopover ports, and the type and size of entrant vessels. Negotiations with stopover ports will be carried out during 2026. All Yachts with **Provisional Entrant Status** who then **Enter** will be accommodated in order of receipt of their paid Entry, until the maximum fleet size is reached (first come, first served).



2.5 Provisional Entrant Engagement

Provisional Entrants will be engaged in the organizing of the Race by being informed of logistical aspects as they are confirmed, and will be consulted on select aspects of race management. Provisional Entrants (prior to 1 July 2026) may provide input to the Race Director in the finalization of the Notice of Race.

2.6 Self-Sufficiency

Australia has a rugged and very remote coastline. Yachts will need a high degree of self-sufficiency. Stopover ports may have limited marine services and supplies. Many other ports available for refuge or repair along the route have extremely limited capacity for haulout, repairs, and marine supplies.

Yachts should be able to complete the race without land-based support crews and significant professional services in ports (other than routine maintenance, provisioning and unexpected repairs).

2.7 Sustainability

The event will aim to minimise its ecological footprint and ensure conservation initiatives and regulations are adhered to on each leg and at the Start/Finish/Stopovers. Waste and energy use minimisation practices will be adopted.

Competitors will be expected to adopt a sustainable approach to their participation. Minimizing waste as far as possible and maximizing the use of renewable energy is expected. Yachts must be able to support their energy needs primarily through renewable energy sources (e.g. using solar, wind and hydro power generation).

2.8 Rules

The rules which will apply will be:

- The Racing Rules of Sailing (RRS)
- The Prescriptions and Special Regulations of Australian Sailing (AS)
- The IRC and OMR Rating System Rules
- International Regulations for the Prevention of Collision at Sea 1972 (COLREGS)



Changes to the Racing Rules of Sailing:

- Between the hours of official sunset and sunrise and when motoring, the rules of Part 2 will be replaced by the right-of-way rules of the International Regulations Preventing Collisions at Sea.
- RRS 41: will be changed to allow outside assistance for medical help, repairs and reprovisioning (see section below).
- RRS 41: will be changed to allow outside assistance the form of weather and fleet position information freely available to all boats and any publicly offered internet or broadcast weather information from sources available to all yachts, whether on a subscription or free basis. Information received whilst racing must be computer generated and not have any direct human input from outside the boat. To avoid any doubt, human weather routers are not permitted.
- RRS41: will be changed to allow outside assistance when a yacht temporarily ceases racing, providing a 24 hour stop before restart at the same point.
- RRS 44.1: will be changed so that the Two-Turn Penalty is replaced by a One-Turn Penalty including one tack and one gybe.
- RRS 51: A yacht with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.
- RRS 52: is modified to allow self-steering equipment to be used by all yachts, and to allow the use of stored power for the adjustment and operation of sails and the adjustment of movable water ballast or canting keels on any yacht. However, the formal Notice of Race will include restrictions which would preclude a yacht needing to constantly run an internal combustion engine to power electrical or hydraulic systems.
- RRS 55.3: Fixed and retractable spinnaker poles and bowsprits are permitted for the purpose of setting asymmetrical spinnakers.

The Notice of Race will include provisions relating to protests, jury and arbitration.

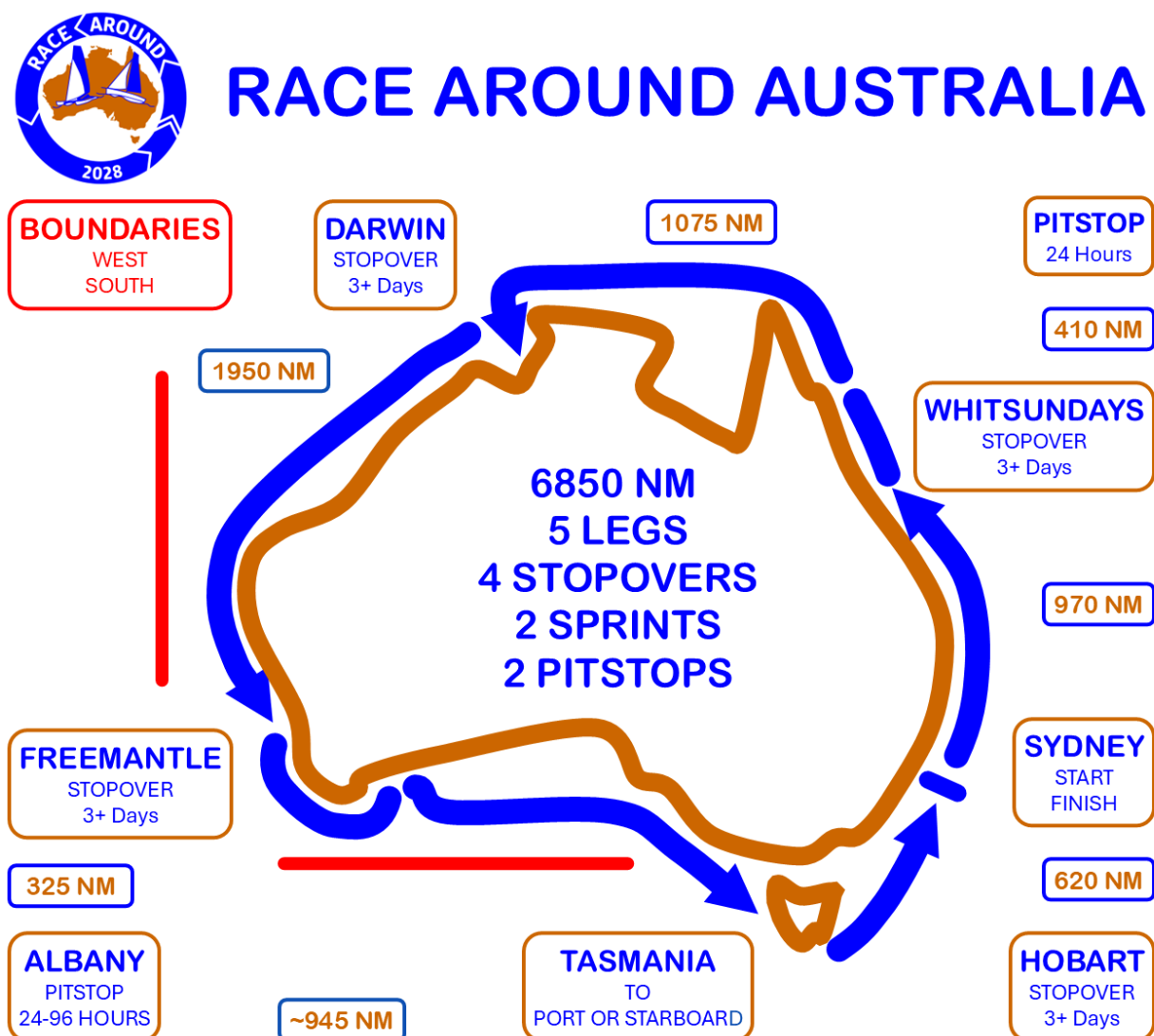


3. The Race

3.1 Course

There will be **5 Legs** with **4 Stopovers** in ports, and **2 Sprint Stages** with **2 Pitstops**. Legs and ports will be finalized in the formal Notice of Race, with Start-Finish times and arrangements in the Sailing Instructions.

Provisional Course Outline





Leg 1 - Sydney to Whitsundays

- 970 nm
- Course: Breaksea Spit to port, Lady Elliot Island to starboard
- Stopover port to be advise in Notice of Race.

Leg 2 - Whitsundays to Darwin

- 1481 nm
- Leg 2 restart 3 days after 90%* fleet finished.
- Sprint Stage, then a minimum 24 hour unsupported Pitstop at a location north of Port Douglas, south of Cape Melville: ~406 nm
- *24 hour Pitstop ensures fatigue not an issue on the inner route to Torres Strait. Publicity of stage finish times will allow ongoing interest and an opportunity to promote marine conservation messages.*
- Then on to Darwin: ~1075 nm
- Leg times are the total of Stage 1 and Stage 2 of the Leg.
- At the Pitstop, other than a water taxi, and perhaps a meal or drinks ashore, no outside assistance is allowed.
- Course will not specify passages in Torress Strait nor Van Diemen Gulf, other than Cape York, Cape Don and Cape Hotham to port.

Leg 3 - Darwin to Fremantle

- 1950 nm
- Restart 3 days after 90%* of fleet finished

Leg 4 - Fremantle to Hobart

- 1825 nm
- Restart 3 days after 90%* of fleet finished.
- A Sprint Stage to Albany, then a Pitstop of 24-96 hours. After a stop of 24 hours, Yachts may restart the leg at any time up to 96 hours from their finish. This allows Yachts to time their departure across the Great Australian Bight to avoid adverse weather. Outside assistance during this Pitstop is permitted. A Yacht's elapsed time for the leg commences when they cross the Start line for the Leg.
- A virtual mark of the course ("Kangaroo") will be set south of Kangaroo Island/Adelaide with a southern most point about 150 nm due south of Cape Jervis, to keep Yachts within reasonable range of rescue services.



- After “Kangaroo”, Tasmania may be left to port or starboard (approximately 600 nm via West Coast and 720 nm via Bass Strait and East Coast).
- Cape Direction to Starboard to Finish off Battery Point.

Leg 5 - Hobart Sydney

- 620 nm
- Tasman Island to port.
- Restart 3 days after 90%* of fleet finished

** The 90% is a guide and subject to change. Prior to the event, we will consult the fleet on Stopover time. The Race Director will decide Restart times for each leg and this decision will not be appealable.*

Gates

Gates with places calculated for media interest: off Gold Coast or Brisbane (latitude); Torres Strait (longitude); Cape Don (longitude); Cape Levique (latitude); NW Cape (latitude); Cape de Coudique or Cape Jervis (longitude, Kangaroo Island). Gates are compulsory but results are not part of Leg results (just media and bragging rights).

Exclusion Zones, Obstructions, and Boundaries

Boundaries will be set to the west of Western Australia, to the south of Western Australia and South Australia, and potentially in other areas. These will be included in the Notice of Race.

The Sailing Instructions may include exclusion zones, obstructions and additional boundaries.

Start and Finish Marks

There are likely to be rounding marks at Starts and Finishes to allow for spectators and media interest and ensure port safety.

Leg Starts

Leg Starts will be in daylight and generally after 10 am and before 3 pm. Leg Starts may be delayed by the Race Director in the event of severe weather, or for local port requirements (e.g. vessel traffic, tides).



3.2 Late Finishing a Leg, Late Start

The intention is to ensure that a Yacht that has temporarily ceased racing for medical assistance or repair or is otherwise delayed on a Leg (e.g. sheltering from adverse weather) can finish a Leg late, and start the next Leg “late”. This will minimise the reluctance of crews to seek medical attention or repairs, and allow delayed vessels to “catch up”. The intention is also to allow a Yacht that is delayed during a Stopover for medical attention or repairs a later Start.

- A Yacht must make at least a 24 hour Stopover .
- Where a Yacht finishes a Leg after the Start of the next Leg, their Finish Time will be recorded up to six days after the Leg Start.
- Where a Yacht starts a Leg after the Leg Start, their elapsed time for the next Leg will commence when the Leg Start occurs. Such Yachts must start a Leg within 7 days of the Start of the Leg.

The Hobart to Sydney Leg will have a time limit of 8 days after the Start of the Leg.

See also Aussie Adventure Class.



3.3 Course Summary and Indicative Dates

Indicative Date				Days for VMG				
	Days	Leg	nm	7	8	10	12	15
Aug-20*	7	Sydney to Whitsundays	970	5.8	5.1	4.0	3.4	2.7
	3	Stopover 3 Days						
Aug-30	3	Whitsundays to "Lizard"	~410	2.4	2.1	1.7	1.4	1.1
	3	Islands Pitstop 1 Day						
Sep-06	7	"Lizard" to Darwin	~107	6.4	5.6	4.5	3.7	3.0
	3	Stopover 3+Days						
Sep-16	13	Darwin to Freemantle	1950	11.6	10.2	8.1	6.8	5.4
	5	Stopover 3+ Days						
Oct-03	3	Freemantle to Albany	325	1.9	1.7	1.4	1.2	0.9
	3	Pitstop 2-4 days						
Oct-9-12	7	Albany to Hobart	~945	5.6	4.9	3.9	3.2	2.6
	3	Stopover 3+ days						
Oct-22-31++	5	Hobart to Sydney	620	3.7	3.2	2.6	2.2	1.7
Contingency	10							
Mid November		Finish						
75+			6846					

NOTE: 1 The Whitsunday events (Airlie Beach Race Week and Hamilton Island Race Week) will fill facilities in the Whitsundays; the Sydney departure date will be determined once the Stopover location/logistics are established.

*To avoid any doubt, the start date will be in August 2028 and will be announced in the Notice of Race.

NOTE 2: With weather contingencies for slow legs, adverse weather delays, and vessels below an average VMG of 7 knots, Entrants should be prepared for the event to conclude mid-late November. The aim is for crew and vessel to have time to rest and refit yachts in time to enter the doublehanded Rolex Sydney to Hobart Race 2028.



3.4 Cessation of Racing and Outside Assistance

Cessation of Racing and Outside Assistance is allowed in the following circumstances. Only like-for-like repair or replacement allowed (and must be pre-approved by Race Director).

- Medical stop involving only medical outside assistance (medical treatment, medical supplies etc.) may be for any duration.
- Technical stop for repairs involving outside assistance or taking on any consumables/parts/provisions/fuel must be for a minimum of 24 hours.
- Stops for onboard repairs or weather without any outside assistance may be for any duration.
- In each of the above cases, if engine is used, or vessel is towed to anchor/enter harbour/leave harbour, the Yacht must return to the same point to recommence racing under sail. Assistance to secure the Yacht to a mooring or berth is allowed. A tow into port is allowed, however, the Yacht must leave port under its own power (engine and/or sails).
- Where it is impractical to return to the point a Yacht suspended racing, the Race Director may allow a Yacht to Restart racing at another point in which case a time penalty may be imposed at the discretion of the Race Director.
- The Race Director must be informed of the Cessation of Racing and the Restart.

Sails may only be replaced if damaged beyond repair. No additional sails after start. A time penalty of 12-24 hours may be imposed per remaining Leg.

Any sails and major equipment replacement must have pre-approval by the Race Director. (This will be further defined in the Notice of Race and/or Sailing Instructions).

3.5 Scoring/Trophies

- Line honors and handicap places per Leg.
- Low point scoring from results of the 5 Legs for corrected time (IRC, OMR) places (i.e. places per Leg not cumulative time).
- Classes with 4 or more will have line honors and corrected time results (by Leg and Overall) awarded.



- Results for first all women crew and mixed crews will be announced for Legs and Overall results. The first all women crew on IRC (Monohulls) and OMR (Multihulls) will receive specific promotion and a major prize.
- A separate “cumulative time” result for line honors and corrected time will be calculated and advised in posted results (without prizes).

3.6 PredictWind Navigation Challenge

An award per Leg (one combined prize for monohull and multihulls), and an Overall result. The yacht nominates a finish time 1 hour before Leg start; the boat finishing closest to their nominated time + or - wins.

3.7 Disqualification and Retirement

A Yacht that breaks a rule in Part 2 or 3 of the Racing Rules of Sailing and does not take an alternative penalty may be disqualified from that Leg of the race. The race score for that Leg will reflect the DSQ.

A Yacht that breaks any other rule, the Notice of Race, or the Sailing Instructions, does not sail the course, or brings the event into disrepute in any way, may be disqualified from the whole event.

A Yacht which in any way breaks the COLREGS (e.g. sails through an exclusion zone, sails incorrectly in a traffic separation zone, does not show the correct navigation lights, or does not give way to right of way vessels) may be referred to the Protest Committee by the Race Director, and the Committee may impose a penalty or disqualify the yacht from the Leg or event.

A Yacht that fails in their position or media reporting may have a penalty imposed by the Race Director, ranging from hours added to a Leg’s elapsed time or position penalties for the Leg. Persistent failure in communications and reporting may be referred to the Protest Committee by the Race Director, and the Committee may impose a penalty or disqualify the yacht from the Leg or event.

A Yacht that in any way brings the event or the sport of yacht racing into disrepute may be disqualified or have another penalty imposed by the Race Director. This decision will not be subject to any appeal rights.



A Yacht may retire from a Leg or the race at any time. Unless they enter the Aussie Adventure Class, all yachts must return their trackers to the Race Director at the next port and positions will not be further publicized in event media.

3.8 Crew Change

The same two Crew Members must start and sail all Legs of the race.

A change of Crew Member may only be approved by the Race Director for unanticipated medical reasons for a Leg or the remainder of the race. Suitable medical evidence must be provided, and the Race Director determines the replacement Crew Member has adequate experience (including the sea survival and medical training/certificates as per the entry requirements). The Race Director's decision will be final and not subject to appeal.

3.9 Aussie Adventure Class

The intention is that a Yacht that retires from a Leg, or is disqualified owing to breaking a "minor" rule, may continue their voyage around Australia, have their position and media contributions reported, and attend Race events.

After the Whitsundays Stopover, a Yacht that has retired from a Leg or the Race may choose to enter the Aussie Adventure Class. A Yacht that is disqualified from a Leg or the Race may be invited by the Race Director to enter the Aussie Adventure Class. However, this invitation is not automatic and will depend upon the nature and severity of the infringement/circumstances.

A Yacht that needs to replace one Crew (for other than medical reasons) may be allowed to enter the Aussie Adventure Class if the Race Director determines the replacement Crew has adequate experience (including the sea survival and medical training/certificates as per the entry requirements).

An Aussie Adventure Class Yacht may have outside assistance and miss stopover ports, but must otherwise sail the Race Course (recognizing virtual buoys, exclusion zones, boundaries etc.), and submit media reports, etc.

A Yacht that joins the Aussie Adventure Class may keep their tracker, and their positions will be reported; any reporting of their adventures and shenanigans will be included in event media.



Aussie Adventure Class Yachts that start a Leg at the Leg Start time and sail the full course under sail may lodge their expected Finish time and be eligible for the PredictWind Navigation Challenge prize for that Leg.

4. Safety

4.1 Yacht Suitability

In addition to the eligibility requirements, each Yacht must be justified as fit for long passages offshore of Australia's remote and rugged coastline and for a Southern Ocean passage well offshore of land. The yacht's design must be proven offshore-capable or with suitable design certification for the rugged offshore course. The requirements of Section 3, Part 1 of the Special Regulations for Category 1 are considered an absolute minimum, with a precautionary approach applied to considering the rugged conditions of the race.

4.2 Yacht Construction, Stability and Equipment

Each yacht must meet Category 1, plus:

- YB tracker or similar (provided by Organizer)
- Onboard system/weather reporting (such as a Predictwind Data Hub)
- Additional GPS-EPIRB or GPS-PLB packed in liferaft
- A handheld VHF with spare batteries is recommended to be packed in liferaft
- Personal combined PLB with AIS/EPIRB for each Crew Member, and one spare
- One complete spare lifejacket/harness required
- Four three-point tethers required
- Emergency battery separate to house for 12 hours of AIS, autopilot, essential navigation, and communications systems
- AIS masthead-mounted aerial with low loss cable
- Spare AIS antenna ready for immediate deployment at deck level
- INMARSAT/Iridium/Starlink or similar always-on satellite device for email/WhatsApp messaging and voice connection
- Secondary handheld satellite phone (Iridium or ISATPHONE) or equivalent
- Anchor chain, minimum 25 m



- Anchor roller, snatch block or similar on bow/ bowsprit/forebeam, with accessible anchor and cable stowage, capable of one-person deployment and retrieval of anchor
- All mainsail clew reefing lines must be reeved at the start of each Leg
- Multihulls: drogue and parachute compulsory
- Monohulls: drogue compulsory
- Emergency steering system in the event of loss of rudder must be installed, fully functional and ready for immediate deployment. This may include emergency rudder on transom or drogue with dedicated warps and anti-chafe system for bridle, or another demonstrated system.
- Motoring range 200 nm minimum (the NOR may extend or reduce this for some Legs). Fuel carried must allow for engine charging/hydraulic power in addition to the 200 nm range.
- Electrical system must have two mechanisms each capable of generating power for navigation and autopilot (e.g. diesel engine alternator and solar, wind, or hydro).
- Inflatable or solid dinghy with a means of propulsion (at least paddles) carried.
- RADAR recommended for collision avoidance and weather monitoring.
- Sea Survival suits are required.
- Water-tight bulkheads in the bow and stern are recommended.
- A gaiter on the rudder bearing(s) is recommended.
- A water-tight bulkhead between a saildrive through hull or stern gland and the main accommodation in that hull is recommended.

4.3 Crew

The Crew is to comprise one **Person in Charge** and one Crew Member. The **Person in Charge** has ultimate responsibility. However, both Crew should have awareness of all aspects of actions and responsibility for the Yacht's safety, navigation, and communications. They must have current and valid:

- Sea Survival training; and
- Offshore Medic (3-5 day course not basic first aid).



Section 2.04 of Australian Sailing's Special Regulations (SR) states:

“CREW EXPERIENCE The number of crew specified below, including the skipper and/or person in charge shall have completed one race of the category entered or an equivalent passage. Evidence of such shall be provided if requested by the race committee.”

The Notice of Race will amend this requirement to recommending that both Crew have experience in Category 1 or 2 races prior to the event, with the 500 nm qualifying voyage being considered as meeting the experience required under Section 2.04 of the SR.

To avoid any doubt a single **Person in Charge** must be nominated and will be identified as the Captain, the combined crew may be referred to as **co-skippers**.

4.4 Qualifying Voyage

Both Crew Members must have completed the same 500 nm non-stop passage on the entered yacht (including at least 75 nm offshore from land) within 150 days of but 30 days prior to the Race Start. The voyage must be logged and have some form of live, real-time tracking (e.g PredictWind, Garmin, NoForeignLand etc.). Race Director is to be provided prior notification of this passage, and given monitoring link/information for the tracker. Five still pictures, a 2 minute video of the passage and 250 word description of the voyage is required (as “media training”).

The Yacht must be essentially in the configuration it will be sailed in the Race Round Australia during this Qualifying Voyage.

It is recommended that the Qualifying Voyage be undertaken with a Category 1 Certificate, but it is recognized that it is the Person in Charge's responsibility for the safety of the Qualifying Voyage and it is not an event organized by SHORAA. If no actual certificate has been obtained prior to the Qualifying Voyage, the Person in Charge must sign a full Cat 1 checklist and provide this to the Race Director prior to the Qualifying Voyage.

Both Crew sailing the entered Yacht in the doublehanded division of the Rolex Sydney to Hobart Yacht Race 2027 will be accepted as the Qualifying Voyage. However, the media requirements must still be met in some form as agreed with the Race Director.



4.5 Safety Certificates and Inspections

Each Yacht must provide an Australian Sailing Category 1 certificate issued within three months of the Race Start.

In the two weeks before the Race Start:

- The Cat 1+ items audited.
- Crew to demonstrate all communications devices fully functioning.
- Crew to demonstrate storm sails, drogue and parachute use and emergency steering system.
- Crew to explain MOB notification and recovery procedures.
- Crew to explain safety plan and location of key equipment.
- Other aspects will be randomly checked.

4.6 Declarations

Both Crew to sign a declaration that all safety gear is aboard and functioning, that the Yacht is seaworthy, and that the Crew are medically fit prior to each Leg.

There will be a finish declaration after each Leg confirming compliance with race rules, reporting of any incidents and state of Yacht and Crew.

4.7 Race and Leg Starter

There will be a process (including the declaration above), media commitments, updated certifications, payment of moneys owed to the event or marinas/ports, placement of event provided flags, decals etc., and other requirements to be qualified as **Race Starter** and for each Restart a **Leg Starter**.

4.8 Reporting

The Sailing Instructions will require that Yachts report by email when they pass nominated gates, making a declaration that all safety gear is aboard and functioning, and that the Yacht is seaworthy and the crew is medically fit to continue the Leg. Voice communications, messaging, email and VHF reporting will be required before each Leg Restart (to confirm communications functioning).



5. Communications and Media

5.1 Communications

All Yachts must have always-on satellite inbound email communications and some form of always on messaging and voice (SMS, WhatsApp etc.). Power systems onboard must be adequate for always-on communications. The NOR may amend the Special Regulations regarding communications equipment and/or require a form of always on Voice communications.

The ability to upload video, pictures and text reports for media use is required.

5.2 Media Release and Support

There will be compulsory interviews before and after each Leg and Pitstop. Each Yacht to submit at least 1 minute of video each two days, and one photograph per day of racing, with at least 3 "talking head" videos per Leg. Entrants must give full media-rights release. All onboard media taken by boats to be vested in joint ownership and copyright with SHORAA.

Each Crew will provide a minimum 25-50 words per day written report.

Yachts may apply to the Race Director for dispensation from media requirements in the event of extreme conditions, medical emergencies, and/or communications failures.

5.3 Promotion of Charity

Each Yacht shall promote a chosen registered Australian charity (conservation, climate change, indigenous, kids or other approved by the Race Director). Raising funds is not required.

6. Advertising

Advertising in the form of Yacht name and signage/logos/brand decals etc. on yacht, sails and crew will be permitted for sponsored entries. Corinthian entries must not show any advertising other than that provided by the Event and maker's marks on hull, spars and sails. Corinthian entries must not mention any commercial entity in their social media texts, audio, images or tags, on clothing nor media interviews etc.



Sponsored entries must submit a list of sponsors, media links/tags and signage/logos to ensure no conflict with Event Sponsors.

The Notice of Race and Sailing Instructions will include event signage to be placed on the boat, including boom and bow decals and flags.

7. Own Logistics

Each Yacht is responsible for its own berthing and logistics at each Pitstop and Stopover.

It is hoped that negotiations with Start, Finish and Stopover ports will result in discounted or free berthing arrangements, however, these may involve moorings, stern to, or rafting up to accommodate Yachts. We cannot guarantee this, and entrants' planning should reflect that minimal support may be all that is available at some/all stops.

8. Corinthian or Sponsored

A **Corinthian and Unsponsored** Entrant is:

- Where the Crew Members are both Group 1 under the World Sailing Sailor Categorization Code; and
- Where the Yacht is not in any way recognized by a sponsor or commercial entity; and
- Where the Yacht does not display advertising other than what is allowed under clause 20.7 of the World Sailing Advertising Code and that provided by the Organizing Authority; and
- Where the Crew or Yacht does not promote any sponsor or commercial entity in clothing, social media posts, media statements, press releases or promotions ashore.

Entrants which do not meet that above are considered **Sponsored** entrants.



9. Entry Fees

Importantly, the Race ethos will be to run a race for sailors administered by sailors. If minimal entries are received a bare bones event will be run (still with comprehensive safety arrangements, monitoring and supervision for the 75-90 day event and on-water Race Starts). At minimum, the Race Director will attend each Stopover and support Leg Finishes and Restarts.

Substantial entries and Event/Leg/Stopover sponsors will allow greater support to entrants, with the priority going to in-port logistics for race management, then in-port logistics for yachts, then media and hospitality for entrants.

Sponsored Yachts pay a full price entry; completely Un-sponsored and Corinthian Yachts are offered a discount.

The total entry fees are:

- \$10,000 for **Corinthian & Un-sponsored** entries.
- \$12,500 for **Sponsored** entries.

The payment schedule is:

- \$500 Expression of Interest (open by March 2026). Expressions of Interest payments for yachts that are not offered Provisional Entrant Status will be refunded.
- Once a yacht is offered *Provisional Entrant Status*, \$5,000 is due by 30 December 2026; if Provisional Entrant Status is offered after 30 December 2026, payment is due 30 days from receiving Provisional Entrant Status. *This includes membership of the Shorthanded Ocean Racing Association of Australia Inc. until 30 December 2028.*
- The final payment of \$4,500 for *Corinthian* entries and \$7,000 for *Sponsored* entries is due 30 December 2027.
- A late entry fee will be applicable from 30 December 2027 of \$2,500.

Importantly, offers of Provisional Entrant Status will be on a first-come, first-served basis. Then, the acceptance of Entry from Provisional Entrants within the fleet limits, and offers of support for in-port logistics will be prioritised on the order of full payment for entry.



10. Program

The following is the current, indicative program; it will be refined with the publication of the Notice of Race and Sailing Instructions and subsequent updates.

- January 2026 Preliminary Notice of Race
- March 2026 Expression of Interest opens
- May 2026 Initial Provisional Entrants announced
- 1 August 2026 Notice of Race
- 1 August 2026 Entries open to Provisional Entrants
- 30 December 2026 First Entry Payment Due
- 30 December 2027 Second Entry Payment Due
- 1 March 2028 Sailing Instructions and Stopover Logistics Announced
- 1 April 2028 Qualifying voyages can be undertaken until mid July
- 1 July 2028 Cat 1, crew safety and medical certificates due
- 1 August 2028 All yachts must be in Sydney Harbour
- August 2028 Start
- November 2028 Finish

11. Documentation and Requirements

11.1 Race Documents

This Preliminary Notice of Race is an initial outline of the event and entry requirements. The formal Notice of Race and Sailing Instructions will include additional requirements that may include navigation equipment and information, communications, race course, briefing attendance requirements, start, stopover and finish logistics, and other matters.

11.2 Entrant Documentation

The Notice of Race will specify documents that must be provided by Entrants.

Sailing Instructions will include any additional documentation required throughout the event.



12. Further Information



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Chair

Shorthanded Ocean Racing Association of Australia

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Race Around Australia 2028

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