

# Exmouth Race/Rally 2021

## Race Control Review

RACE CONTROL REVIEW



# OVERVIEW

Broadly, the race control aspect of the event unfolded as planned.

Race control were able to maintain contact with the fleet and record their positions for the duration of the event.

Race control was able to deal with incidents as they happened, report to the IMT as required and deal with outside agencies as needed.

## RACE CONTROL REVIEW



# COMMUNICATIONS STATISTICS

## Overview (during testing and event)

– Satellite phone calls sent and received	<b>159</b>
– SKED position reports	<b>36</b>
– SKED Log entries	<b>305</b>
– Missed Skeds (TXT not received by Race Control)	<b>2 (out of 304)</b>
– Satellite TXT messages sent and received	<b>1300+</b>
– Calls between Race Control and Water Police	<b>3</b>
– Calls between Water Police and a participant	<b>2</b>
– Emails between Race Control and Water Police	<b>6</b>
– Calls between Race Control and Event Doctor	<b>2</b>
– Fastest SKED completion (Rally Fleet)	<b>3 minutes</b>

## RACE CONTROL REVIEW



# COMMUNICATIONS PERFORMANCE

## Satellite phones

- Satellite phones generally performed well during testing.
- We noted and advised of some technical issues with the Optus satellite network which were resolved before the event started.
- During the event the satellite phones continued to perform well. Race control received all satellite SKED txt messages apart from two.
- Four boats consistently had trouble receiving our confirmation replies and we resorted to Email and VHF relay confirmations in these cases initially. Later we advised these boats that we would be in contact if we did not receive their SKED txt. This allowed them to continue to sail and not be concerned if we had received their SKED or not.

# COMMUNICATIONS PERFORMANCE

## Satellite phones

- Some other boats in the fleet sometimes intermittently and randomly did not receive our confirmation replies. It was for this reason that we asked boats to reply "copy" to our confirmations. This allowed us to work out who was having trouble receiving and who wasn't and the frequency of the failures.
- All small quantity of our txt transmissions seemed to have a delay of sometimes hours before boats received them yet this did not appear to be the case for Race Control receiving txt messages.
- Broadly satellite phone communications is not a perfect medium and the anomalies in the service we experienced were minimal and to be expected. Overall it worked very well and met, possibly exceeded our expectations.

# COMMUNICATIONS PERFORMANCE

## Email

- Prior to departure three boats eventually failed to get their email working despite much effort to do so. Email was utilised by a couple of boats who were having satellite phone issues but its usage generally was low. It is possible that email will have a “highly recommenced” status for the next event but will not be mandatory.

## YB Tracker Messaging

- Was not used at all by participants in the event however it will most likely remain as a backup for future events.

## HF Radio

- A few boats made “unofficial” calls over HF and the Barrett Communications remote HF radio system worked well. HF Radio will remain as a backup for future events.

# COMMUNICATIONS PERFORMANCE

## Marine VHF Radio

- VHF was used to relay Sat phone messages from race control to some boats with satellite phone issues.
- Race control acknowledge the VHF performance in the vicinity of Cape Murat was very poor. Possibly due to interference from the defence installation nearby. We asked the last boat in to test the two repeater channels which worked perfectly and these will be specified for use next time.

# SYSTEMS PERFORMANCE

## TEXT MESSAGE/SKED MANAGEMENT

- The “My SMS” TXT management software worked well. Race control was able to respond mostly within 30 seconds of receiving messages from competitors.
- Remote access to the software worked well.
- The software provided an accurate and permanent log of all TXT messages and phone calls.

The screenshot displays the 'my sms' management interface. On the left, a list of contacts is shown, including 'Kondili Mobile', 'Lithium', 'Crush copy', 'Circa Copy', 'Giddy Up Copy', 'Kraken copy', 'Atomic Blonde Copy' (highlighted), 'French Kiss copy', 'Dorade Mobile copy', 'Lucky One Copy', and 'Kondili Copy'. The main area shows a message log for 'Atomic Blonde' with the following messages:

- Atomic Blonde: Copy 8:49 AM
- Me: Atomic Blonde logged, please reply to this msg with "copy" 8:48 AM
- Atomic Blonde: Boat Atomic Blonde OK 8:48 AM
- Monday, May 10, 2021
- Atomic Blonde: Copy 8:52 PM
- Me: Logged thanks Please reply to this msg with "copy" 8:51 PM
- Atomic Blonde: Boat Atomic Blonde OK 8:51 PM
- Atomic Blonde: Copy 8:45 AM
- Me: Atomic Blonde logged, please reply to this meg with "Copy" 8:45 AM
- Atomic Blonde: Boat Atomic Blonde OK 8:44 AM
- Sunday, May 9, 2021

## RACE CONTROL REVIEW

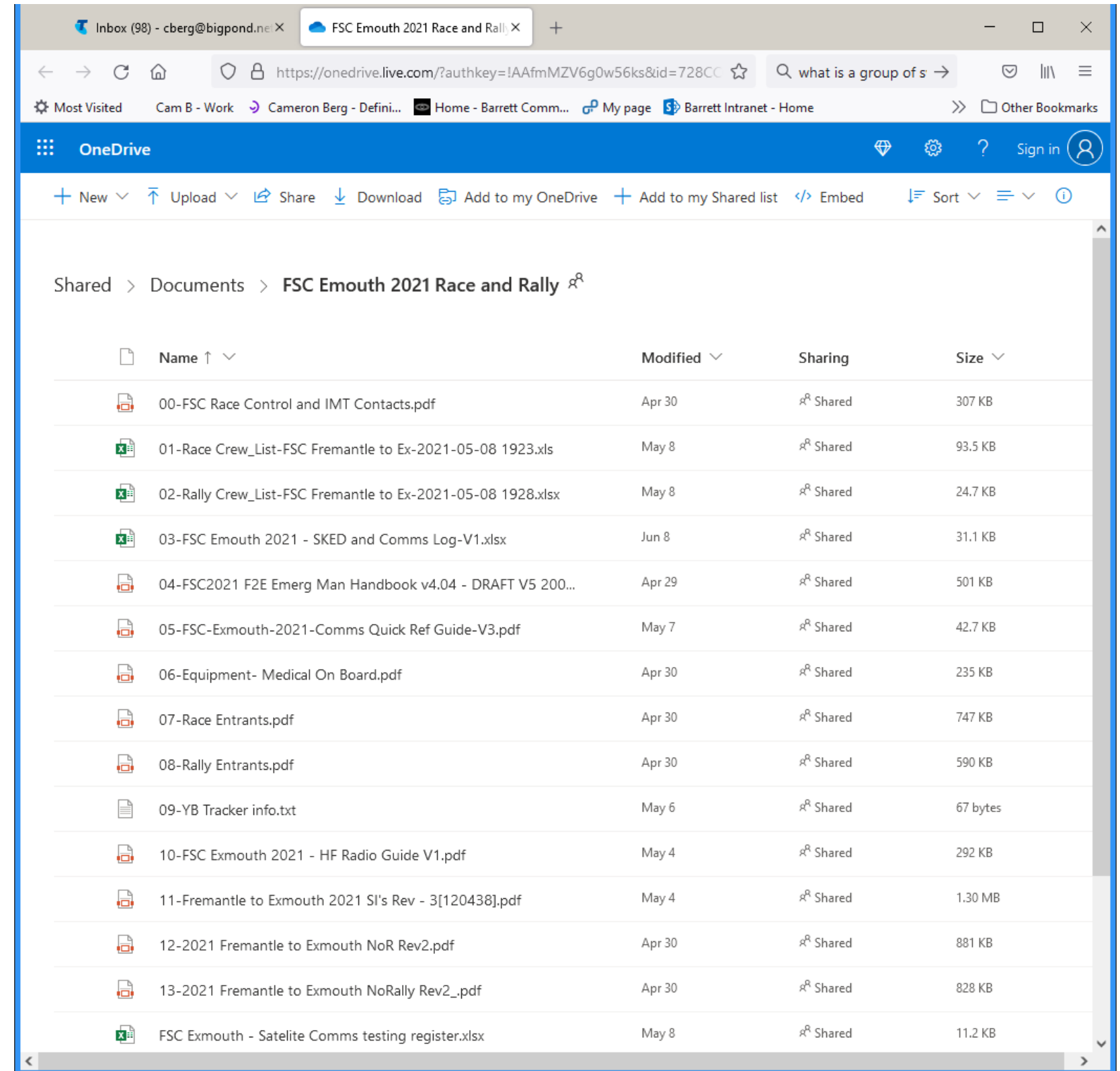




# SYSTEMS PERFORMANCE

## SINGLE SOURCED DOCUMENTATION

- All critical documentation was available to all parties, i.e. Race Control, IMT, AMSA and the Water police via a "One Drive" folder.
- No issues were experienced by the parties in accessing the documents.



## RACE CONTROL REVIEW



# SYSTEMS PERFORMANCE

## SKED AND COMM'S LOG

- The SKED and communications log was a live Excel document in the "One Drive" folder.
- No issues were experienced by the parties accessing and inputting data into the spreadsheet.

	V	W	X	Y	Z	AA	AB	AC	AD
	Monday 10-05-2021				Tuesday 11-05-2021				
	09:00 TXT Received	09:00 Position	21:00 TXT Received	21:00 Position	09:00 TXT Received	09:00 Position	21:00 TXT Received	21:00 Position	09:00 TXT Received
3	AL FRESCO	S 08 55hrs 25° 46.79 S, 112° 57.00 E	s2053	24° 27.32 S, 113° 13.82 E	S 0855	22° 55.89 S, 113° 31.98 E	S 2053	22° 38.74 S, 113° 32.82 E	
4	ATOMIC BLONDE	S 08 45hrs 26° 28.13 S, 113° 14.09 E	s2051	24° 53.27 S, 113° 6.42 E	S 0848	22° 52.22 S, 113° 32.96 E	S 2104	22° 38.74 S, 113° 32.82 E	S 0855 h
5	BACI	S 08 51hrs 27° 11.24 S, 113° 38.16 E	s2052	25° 58.69 S, 113° 0.13 E	S 0857	24° 39.89 S, 113° 8.53 E	S 2111	23° 59.08 S, 113° 15.48 E	S 0853 h
6	CANNONBALL	S 08 55hrs 27° 15.87 S, 113° 19.04 E	s2051	25° 58.58 S, 112° 58.31 E	S 0855	24° 46.87 S, 113° 7.34 E	S 2053	24° 0.20 S, 113° 7.08 E	S 0858 h
7	CHECKMATE	E 08 53hrs 25° 59.86 S, 113° 1.03 E	E2050	24° 31.97 S, 113° 12.20 E	S 0850	22° 59.82 S, 113° 32.24 E	E 2050	22° 18.70 S, 113° 43.71 E	
8	CHRISTINE	S 08 54hrs 27° 17.77 S, 113° 29.32 E	s2055	26° 0.12 S, 112° 55.79 E	S 0907	24° 44.68 S, 112° 55.01 E	S 2053	24° 15.42 S, 113° 0.34 E	S 0858 h
9	CIRCA	S 08 51hrs 26° 55.87 S, 113° 17.23 E	s2010	25° 32.78 S, 112° 52.70 E	S 0857	24° 13.84 S, 113° 8.22 E	S 2050	23° 37.39 S, 113° 14.34 E	S 0858 h
10	CORNICHE	S 08 53hrs 27° 16.91 S, 113° 31.77 E	s2053	25° 55.11 S, 113° 0.21 E	S 0857	24° 37.57 S, 113° 7.25 E	S 2053	23° 58.91 S, 113° 10.75 E	S 0854 h
11	CRUSH	S 08 53hrs 26° 26.79 S, 113° 10.88 E	s2052	24° 53.84 S, 113° 6.25 E	S 0857	23° 28.97 S, 113° 23.73 E	S 2053	22° 42.38 S, 113° 32.98 E	S 0855 h
12	ENDORFIN	S 08 57hrs 26° 6.94 S, 113° 2.91 E	s2110	24° 36.28 S, 113° 10.02 E	S 0902	23° 6.29 S, 113° 29.72 E	S 2100	22° 18.41 S, 113° 43.48 E	
13	ENTERPRISE NEXT GENE	Not Received		s2055	23° 11.03 S, 113° 33.61 E	S 0902	22° 7.03 S, 113° 49.83 E		Finished
14	FOURTH DIMENSION	S 08 59hrs 27° 17.78 S, 113° 34.89 E	s2050	26° 0.04 S, 113° 2.11 E	S 0850	24° 43.67 S, 113° 8.00 E	S 2052	24° 1.63 S, 113° 7.37 E	S 0859 h
15	FRENCH KISS V	S 08 50hrs 26° 35.54 S, 113° 15.23 E	s2100	25° 1.00 S, 113° 4.72 E	S 0902	23° 31.97 S, 113° 22.94 E	S 2056	22° 39.86 S, 113° 33.92 E	S 0849 h
16	GIDDY UP	S 08 51hrs 26° 28.72 S, 113° 14.65 E		in Denham	S 0902	24° 43.75 S, 113° 17.84 E	S 2053	23° 28.01 S, 113° 27.62 E	S 0855 h
17	INDIAN	S 08 54hrs 23° 51.30 S, 113° 12.05 E	s2050	22° 47.07 S, 113° 30.67 E	S 0902	21° 45.96 S, 114° 12.31 E		Finished	
18	KRAKEN	S 08 53hrs 26° 29.56 S, 113° 11.20 E	s2050	24° 56.45 S, 113° 5.35 E	S 0855	23° 29.62 S, 113° 22.87 E	S 2053	22° 46.09 S, 113° 32.87 E	S 0852 h
19	LITHIUM	S 08 59hrs 26° 30.23 S, 113° 14.94 E	s2050	24° 56.45 S, 113° 5.35 E	S 0855	23° 28.27 S, 113° 23.57 E	S 2100	22° 37.94 S, 113° 32.80 E	S 0900 h
20	OBSESSION	S 08 55hrs 26° 20.23 S, 113° 7.12 E	s2050	24° 42.82 S, 113° 8.76 E	S 0855	23° 10.12 S, 113° 26.49 E	S 2052	22° 21.98 S, 113° 42.13 E	
21	THE EDGE	S 08 53hrs 27° 46.73 S, 113° 43.38 E	P 2120	26° 47.93 S, 113° 18.76 E	S 0855	25° 38.28 S, 112° 53.80 E	S 2052	25° 7.39 S, 112° 54.35 E	S 0855 h
22	TWITCH	S 08 50hrs 26° 50.88 S, 113° 10.59 E	s2100	25° 22.15 S, 112° 51.58 E	S 0855	24° 1.51 S, 113° 2.65 E	S 2100	23° 14.09 S, 113° 13.96 E	S 0901 h
23	WEAPON OF CHOICE	S 08 50hrs 25° 35.00 S, 112° 55.10 E	s2050	24° 23.45 S, 113° 10.21 E	S 0936	22° 41.05 S, 113° 34.83 E	S 2052	21° 56.39 S, 113° 54.97 E	
26	BRAVEHEARTS	S 07 59hrs 25° 49.94 S, 112° 54.08 E	s 1959	24° 51.82 S, 113° 6.70 E	s 0754	23° 33.33 S, 113° 24.23 E	S 1952	22° 33.31 S, 113° 36.25 E	S 0754 h
27	CAPELLA STAR	S 07 59hrs 27° 57.15 S, 113° 45.75 E	s2006	26° 52.60 S, 113° 23.46 E	s 0754	25° 38.09 S, 112° 51.83 E	S 1952	24° 25.78 S, 113° 13.94 E	S 0755 h
28	DORADE	S 07 59hrs 27° 23.74 S, 113° 32.28 E	s 1953	26° 12.01 S, 113° 5.00 E	s 0757	24° 50.92 S, 112° 58.90 E	S 2002	23° 39.95 S, 113° 17.08 E	S 0802 h
29	FREJA	in pen			in pen			in pen	
30	GENEVIEVE	S 07 56hrs 25° 53.96 S, 113° 27.65 E	S 1943	24° 33.95 S, 113° 19.57 E	s 0759	22° 59.53 S, 113° 22.55 E	S 1952	21° 49.48 S, 114° 0.22 E	
31	GREEN	S 08 04hrs 27° 30.05 S, 113° 21.34 E	s 1953	26° 14.30 S, 112° 58.24 E	s 0754	22° 59.53 S, 113° 22.55 E	S 2002	23° 45.38 S, 113° 9.85 E	S 0753 h

## RACE CONTROL REVIEW



# INCIDENTS

## There were five low level incidents during the event

- All five low level events were reported to the Incident Management Team (IMT) in compliance with the Emergency Management Handbook (EMT). Daily updates of the event progress was provided to the IMT leader by Race Control.
- **Incident 1 - Yacht vs Craypot.** Sunday, May 9, 2021 7:16pm Race Control received a sat phone call from of yacht who had observed another yacht going around in circles for some 15 minutes. Race control requested that the calling yacht proceed to the yacht in question and see if they needed assistance. Race control also asked another yacht to the South to also proceed to the yacht in question as a backup. All three yachts established comms on VHF and the yacht in question was able to free itself without assistance.
- **Incident 2 - Yacht with Rig/Steering Damage.** Sunday, May 9, 2021 10:35pm Race control received a sat phone call from a yacht advising they had Rig and Steering Damage but did not require assistance. Race control and the calling yacht stayed in contact via Sat phone over the next 24hrs until the yacht was safely berthed in Denham.

## RACE CONTROL REVIEW



# INCIDENTS

- **Incident 3 - Accidental AIS MOB Beacon activation.** Monday, May 10, 2021 7:35pm Race control received a TXT message from a yacht who advised there was an accidental AIS MOB Beacon activation on board. The yacht also advised they had advised over VHF radio of the accidental activation.
- **Incident 4 - Medical Issue.** Monday, May 10, 2021 4:29pm Race control received a TXT message relating to a medical issue on board. Collaboratively, race control, the event doctor and the calling yacht were able to negotiate a plan for the patient to disembark in Denham and seek further medical attention if required. A back up plan was also agreed upon in case of an escalation of the medical issue or a requirement for on water assistance on route to Denham.
- **Incident 5 - Accidental AIS MOB Beacon activation.** Tuesday, May 11, 2021 7:17pm Race control received a phone call from the Water Police advising that Dampier Port had contacted them reporting they had heard a call over VHF radio from one of the event yachts relating to an AIS MOB activation. The Water Police advised race control that they had called the yacht in question via satellite phone from the comms quick reference guide that Race control had provided. The yacht in question then called the Water Police back to advise the AIS MOB Beacon activation was an accidental false alarm. This information was then forwarded to Race Control by the Water Police.

## RACE CONTROL REVIEW



# INCIDENT RESPONSE AND REPORTING

- It is the opinion of Race Control that all of the incidents on water were handled exceptionally well by all skippers and crew.
- All the correct actions were taken at the appropriate times.
- On water and post event reporting by skippers and crew was excellent.
- Broadly, conduct and cooperation from skippers and crew from the point of view of Race Control was excellent and we very much appreciate your support in this area.

## RACE CONTROL REVIEW



RE: Fremantle Exmouth Race & Rally is now finished [SEC=OFFICIAL] - Message (HTML)

File Message Help Acrobat Tell me what you want to do

Delete Archive Reply Reply All Forward Quick Steps Move Mark Unread Categorize Follow Up Read Aloud Immersive Reader Translate Zoom

RE: Fremantle Exmouth Race & Rally is now finished [SEC=OFFICIAL]

SP Seghezzi, Paul <Paul.Seghezzi@amsa.gov.au>  
To: Cameron Berg  
Fri 04-Jun-21 10:27 AM

Follow up. Completed on Monday, June 21, 2021.

**OFFICIAL**

Hello Cam,

Sorry for the very late response, things got a bit hectic. I'm glad I could be of some assistance and was happy to see things went smoothly. The planning your end was comprehensive and was a good case study on how to manage things well. If you ever need any information let me know and I'll be happy to help. Thanks.

Kind Regards

**Paul Seghezzi**  
SENIOR OFFICER STANDARDS WEST  
ASSET MANAGEMENT and PREPAREDNESS  
RESPONSE

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