Exmouth Race/Rally 2021 Race Control Review





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.







COMMUNICATIONS STATISTICS

Overview (during testing and event)

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





304)





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.







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.







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.





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.

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Crush copy	May. 12	Atomic Blonde: Copy 8:49 AM Me: Atomic Blonde logged, please reply to this msg with "copy"
Circa Copy	May. 12	8:48 AM Atomic Blonde: Boat Atomic Blonde OK 8:48 AM
Giddy Up Copy	May. 12	Monday, May 10, 2021
Kraken copy	May. 12	Atomic Blonde: Copy 8:52 PM
Atomic Blonde Copy	May. 12	Me: Logged thanks Please reply to this msg with "copy" 8:51 PM Atomic Blonde: Boat Atomic Blonde OK 8:51 PM
French Kiss copy	May. 12	Atomic Blonde: Copy 8:45 AM
Dorade Mobile copy	May. 12	Me: Atomic Blonde logged, please reply to this meg with "Copy" 8:45 AM
Lucky One Copy	May. 12	Atomic Blonde: Boat Atomic Blonde OK 8:44 AM
Kondili _{Copy}	May. 12	Sunday, May 9, 2021



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.

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	06-Equipment- Medical On Board.pdf	Apr 30	R ^R Shared	235 KB
	07-Race Entrants.pdf	Apr 30	^{ନ୍ଦ} Shared	747 KB
	08-Rally Entrants.pdf	Apr 30	R ^R Shared	590 KB
	09-YB Tracker info.txt	May 6	x ^R Shared	67 bytes
	10-FSC Exmouth 2021 - HF Radio Guide V1.pdf	May 4	^{ନ୍ଦ} Shared	292 KB
	11-Fremantle to Exmouth 2021 SI's Rev - 3[120438].pdf	May 4	^{ନ୍ଦ} Shared	1.30 MB
	12-2021 Fremantle to Exmouth NoR Rev2.pdf	Apr 30	ب ^م Shared	881 KB
	13-2021 Fremantle to Exmouth NoRally Rev2pdf	Apr 30	ب ^م Shared	828 KB
D	FSC Exmouth - Satelite Comms testing register.xlsx	May 8	ب ^م Shared	11.2 КВ 🗸
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SYSTEMS PERFORMANCE

SKED AND COMM'S LOG

- The SKED and communisations 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.

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Workbook Statistics Give Feedback to Micros





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.



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.



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.





