



SI
CAT-3 COASTAL



2023-2024

West offshore Products Coastal Sprint Series

Sailing Instructions



**COASTAL SPRINT
SERIES**

Amendments

Version	Instructions Changed	Summary of Amendment

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Sailing Instructions

The 2023-24 West Offshore Products Coastal Sprint Series Races will be conducted on the waters of Port Phillip and Bass Strait. The race is organised and conducted by the Ocean Racing Club of Victoria and in accordance with the Notice of Race.

1. Rules

1.1. The rules for the race shall be:

- The 2021-2024 Racing Rules of Sailing (RRS) of World Sailing (WS),
- The Prescriptions and Special Regulations of Australian Sailing (AS),
- The Special Regulations of the Ocean Racing Club of Victoria (ORCV),
- Where a yacht is entered under AMS, the rules and regulations of the Australian Measurement System (AMS),
- Where a yacht is entered under ORC, the rules and regulations of the Offshore Rating Congress (ORC),
- The International Regulations for Preventing Collisions at Sea,
- The Notice of Race,

except as amended by these Sailing Instructions.

1.2. All times in these Sailing Instructions are Australian Eastern Standard Time (AEST) unless otherwise stated.

1.3. Between the hours of Sunset and Sunrise, RRS 10 to 22 inclusive shall cease to be applicable and shall be replaced by the International Regulations for the Prevention of Collision at Sea.

1.4. For the purpose of this race, the times of Sunrise and Sunset shall be as follows:

Race	Start Date	Sunrise	Sunset	Zone
1	Saturday 16 September 2023	0618	1810	AEST
2	Saturday 25 November 2023	0553	2020	AEDT
3	Saturday 20 April 2024	0652	1746	AEST

2. Notices to Competitors

2.1. Notices to competitors will be posted on the ORCV website www.orcv.org.au.

2.2. Any change to the Sailing Instructions may be posted on the ORCV website (www.orcv.org.au). Any such alterations will be announced after the Sign On Schedule or during the Shipping Advice Broadcast as detailed in Appendix A Race Communications.

3. The Start

3.1. The start is as described in Appendix B:Appendix B: Start.

4. The Course

4.1. The course is as described in Appendix C: Courses.

4.2. Please note this course includes mostly virtual marks and, as part of a validation process, competitors are required to record their rounding/passing times for a number of marks and if requested, part of their Race Declaration. **Yachts which do not lodge completed Declaration Forms may be disqualified and scored DNF.**

5. The Finish

5.1. The finish is as described in Appendix D: Finish.

6. Protests and Requests for Redress

6.1. Protests or requests for redress are to be lodged with an official of the ORCV or emailed to the ORCV office no later than 1200 hrs on the Monday following the relevant race in the series.

6.2. A yacht intending to protest or request redress shall inform the Race Director giving any details as may be known at the time using their declarations, on a protest form or by SMS to 0418396605.

6.3. Protests or requests for redress will be heard at a time and place to be advised.

6.4. All requests for redress involving the official time sheet must be submitted as soon as possible after the posting of the results but no later than 1200 hrs on the Monday following the relevant Race in the series.

6.5. The protest committee shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).

7. Penalty System

7.1. If, after a protest and hearing, a yacht is found to have infringed a rule, the protest committee may disqualify or otherwise penalise the yacht in accordance with the provisions of RRS 64.

7.2. The protest committee may apply a time penalty for a breach of a rule or the Sailing Instructions declared by an infringing competitor without a hearing or after a hearing if a protest is contested.

7.3. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS), including any modification noted in the Notice of Race, at the discretion of the Protest Committee:

Breach	Penalty
For a minor infringement	15 minutes

Breach	Penalty
For a significant infringement	60 minutes
For a serious infringement	the penalty will rest with the Protest Committee and may result in a time penalty or disqualification.

7.4. All penalties will be noted by the race director and shall be applied to finishing times. Yacht positions will be adjusted after penalties are applied (complements RRS 64.1 and amends RRS 44.3).

8. Yachts retiring

8.1. Yachts retiring shall inform the Race Director as described in A12 Yachts Retiring.

9. Safety regulations

- 9.1. The Safety Category and regulations are as set out in the Notice of Race.
- 9.2. No anchor shall be carried on deck forward of the stem or with any part protruding outboard.
- 9.3. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather, at night or when sailing short-handed.
- 9.4. The crew of yachts sailed Double Handed shall wear lifejackets at all times when on deck.
- 9.5. In particular, attention is drawn to Victorian regulations which stipulate the mandatory wearing of lifejackets when on deck during times of heightened risk. This includes crossing a bar, transiting the Heads, sailing at night and when the weather or weather forecast indicates risk. For full details, consult the Transport Safety Victoria website (www.transportsafety.vic.gov.au).
- 9.6. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) while within Port Phillip and particularly while transiting Port Phillip Heads, as required by Port of Melbourne Corporation Harbour Master's Directions. Ships are restricted in their ability to manoeuvre while entering Port Phillip and yachts should take any necessary avoiding action early.
- 9.7. In the event of avoiding action becoming necessary, a yacht may start its engine and motor to avoid a shipping hazard, on a course perpendicular to the ship's track for as long as necessary.
- 9.8. A yacht that takes such action shall return to the location they started motoring, cease motoring and resume racing as soon as possible. The details of any such action must be reported to the Race Director on the Declaration after finishing.
- 9.9. Attention is drawn to Rule 9 (a) and Rule 9 (b) of the International Regulations for Preventing Collisions at Sea, 1972, and yachts shall hold to any course and directions prescribed during the Shipping Advice Broadcast. Yachts found to have impeded the progress of a commercial vessel will be disqualified.
- 9.10. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.

- 9.11. The Race Director may, at her or his absolute discretion, disqualify a yacht from participating or continuing to participate in the race if they believe that it is unsafe for that yacht to commence or continue to race.

10. Unsuitable Conditions

- 10.1. After commencement of the race, the race can be terminated at the Race Director's discretion.
- 10.2. The Race Committee may deem the race to be abandoned, rescheduled to another time or shortened. Arrangements for shortening course are detailed in Appendix C.
- 10.3. Prorated positions may be used to determine a result for the race and/or for any series.
- 10.4. Termination of the race will be advised by radio on VHF Channel 82.

11. Race Communications

- 11.1. Race communications procedures are detailed in Appendix A: Race Communications.

12. Disclaimer of Liability

- 12.1. All those taking part in this race do so at their own risk and responsibility.
- 12.2. Acceptance of a yacht as an entrant in the race is not to be taken as express or implied acceptance on the part of the ORCV and/or any of its Flag Officers, committee members, Equipment Auditors or any other members, of the fitness of any yacht or any equipment on such yacht to safely compete in the race, and/or deal with any and all eventualities of the contemplated passage. It is the responsibility of each skipper of each competing yacht to decide whether his/her yacht is fit and suitably crewed for the intended purpose, and neither the ORCV nor any club, person or company connected with the organisation of the race is responsible for the seaworthiness of any yacht whose entry is accepted.
- 12.3. Attention is drawn to Fundamental Rule 3 "Decision to Race" of the RRS which states:
The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

13. Crew Behaviour

- 13.1. All participants are reminded that they are expected to comply with ORCV's Member Protection Policy and Code of Conduct. For more information refer to <https://www.orcv.org.au/club/member-and-participant-protection>
- 13.2. Skippers are reminded that crew behaviour is both the skipper and all the crew's responsibility to manage, at all times including during any deliveries or pre and post race social events.

14. Appendices

- 14.1. The attached Appendices A, B, C, D and E form part of these Sailing Instructions.

Appendix A: Race Communications

This appendix describes the radio and other communications procedures to be followed during this race.

A1 General

- A1.1. While racing, a yacht shall neither make nor receive radio communications not available to all yachts. This restriction also applies to mobile phones and satellite phones.
- A1.2. AIS transponders shall be switched on in transmit mode with boat name and MMSI displayed at all times during the race and return to Melbourne.
- A1.3. It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules.
- A1.4. Yachts shall not give false or misleading position reports.
- A1.5. Yachts shall not interfere with operation of any tracking units.
- A1.6. Yachts shall monitor VHF Channel 16 at all times when not actually using the radio with other channels. **If standing by on another VHF channel, yachts shall still maintain a continuous listening watch on VHF Channel 16 by a suitable method such as dual watch or scanning or multiple radios.**

A2 Race Frequency

- A2.1. The following VHF channels shall be used:

VHF Channel	Usage
82	Race Communications other than Shipping Advice Broadcast and Premature Starters
12	Shipping Advice Broadcast
16	Distress & Calling
67	Working, Maritime safety Information

- A2.2. The following telephone numbers may be used:

Number	Usage
0418 396 605	Race Director's Phone

A2.3. The following email address shall be used for any email communications with Race Officials:

Email	Usage
race.director@orcv.org.au	Race director messages

A3 Crew Changes

- A3.1. Late crew changes shall be notified by calling or SMS the Race Director's mobile phone within 48 hours of the start.
- A3.2. When nominating additional crew, the following details are required to be entered in the online entry system: name of crew member, address, age, Australian Sailing membership number, and next of kin details including relationship to crew member, contact address and phone number.

A4 Pre Race Monitoring, Sign On Schedule and Course Selection

- A4.1. Yachts are required to monitor VHF Channel 82 for pre race communications including any changes to Sailing Instructions including radio frequencies. Refer A13 for further details.
- A4.2. The Sign On schedule will be conducted on Channel 82. The selected course for the race will be announced at the commencement of the sign on schedule and again at the end of the first call of the yachts. Refer A13 for further details.
- A4.3. Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts shall reply

"{yacht name} is a starter, we comply with the Notice of Race, {xx} persons on board, OVER".

- A4.4. Yachts that do not respond on the first call shall wait until they are re-called at the end of the schedule.
- A4.5. Any yacht failing to respond on the Race Frequency during this schedule shall not be considered a starter in the event and shall be scored DNS.
- A4.6. In case of difficulties, yachts shall contact the Race Director via a phone call or SMS text message to 0418 396 605.

A5 Shipping Advice Broadcast

- A5.1. Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12, this will include confirmation if the Pilot Boarding Ground exclusion zone is to be used. Refer A13 for further details.
- A5.2. All yachts are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are three nautical miles outside Port Phillip Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency as well.
In addition, yachts shall still maintain a continuous listening watch on VHF Channel 16.
- A5.3. Yachts may cease monitoring VHF Channel 12 when three miles clear of the Heads.

A6 Premature Starters

- A6.1. Premature starters may be identified on VHF Channel 12.

A7 Position Reporting Schedule

- A7.1. Position Reports have been scheduled commencing 1400 and 1700. One or more of these schedules may be deleted by the Race Director if not required for course shortening purposes.
- A7.2. Yachts, called in alphabetical order on VHF Channel 82 by Ocean Racing, shall report their position at the start of the relevant position reporting schedule in degrees and whole minutes only.

{Yacht Name} Position {ddmm dddmm} OVER

A8 Shortened Course Announcement(S)

- A8.1. Decisions by the Race Director to shorten course shall be announced during the Position Reporting Schedules as appropriate.

A9 Finishing Report

- A9.1. Unless shorten course applies, yachts shall call Ocean Racing on Channel 82 as they pass through the finishing gate which is located approximately 2 miles before the finish.
- A9.2. A further call shall be made on Channel 82 as yachts cross the finish line in accordance with the finishing procedures set out in Appendix D and yachts shall then stand by on Channel 82 ready to receive any information which may be provided by ORCV regarding conditions at the entrance to Port Phillip Bay.

A10 Ad Hoc Communications

A10.1. Ocean Racing will monitor VHF repeater Channel 82 as much as possible..

A10.2. A yacht needing to make emergency contact at any time should call the Joint Rescue Co-Ordination Centre Australia (JRCC) or Marine Radio Victoria using the standard VHF or HF calling frequencies listed in the following table.

Frequency	AMSA/JRCC	Marine Radio Victoria
VHF 16	N/A	24*7
VHF 67	N/A	24*7
VHF 70 (DSC)	N/A	24*7
4125 kHz	Night	Any time
6215 kHz	Day or Night	Any time
8291 kHz	Day	Any time
12290 kHz	Day	N/A

Note: these frequencies are also distress frequencies. For longer communications, a switch to another frequency may be required once communications have been established.

A10.3. In addition, the following phone numbers are available for **emergency** use by mobile or satellite phone.

Number	Purpose
112 or 000	Emergency services
1800 641 792	Search and rescue
+61 2 6230 6811	AMSA / JRCC

A10.4. If you have issued either a **MayDay** or a **Pan Pan**, please activate your boat EPIRB to enable AMSA / JRCC to determine and monitor your position.

A11 Radio Failure

A11.1. In the event of VHF radio failure yachts shall contact the race director by mobile phone.

A12 Yachts Retiring

A12.1. Should a yacht retire from the race, every effort must be made to advise Ocean Racing as soon as possible and to give the following information:

- Time & position at the time of retirement

- Reason for retirement
- The state of the crew
- The port to which the yacht is retiring.

A12.2. Yachts that retire shall continue to monitor the race frequency and respond to any radio messages from Ocean Racing until such time as they reach a safe harbour.

A12.3. Within two hours of arrival at a safe harbour, contact shall be made with ORCV (Ocean Racing) by radio or the Race Director's phone to confirm safe arrival.

A12.4. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A13 Summary

Race 1 – 15th September, 2023

Date	Time	Action	Channel	Station	Ref
Friday 15th September	1800 to 2000	Crew Changes	0418 396 605	Race Director	SI A3
Saturday 16th September	0700-0800	Pre Race Monitoring	VHF Channel 82	Race Director	SI A4
Saturday 16th September	0745-0800	Announcement of Course Selection Sign-On Schedule and monitor.	VHF Channel 82	Race Director	SI A4
Saturday 16th September	0845	Shipping Advice and confirmation of Pilot Boarding Ground Exclusion zone	VHF Channel 12	Race Director/VTS	SI A5
Saturday 16th September	0855-0900	Starting Sequence	VHF Channel 12	Start Boat	SI B4.1
Saturday 16th September	0900	Individual recalls may be notified	VHF Channel 12	Start Boat	SI B4.2
Saturday 16th September	1200	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 16th September	1500	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 16th September	On passing finish gate	Report	VHF Channel 82	Ocean Racing	SI A9
Saturday 16th September	Finishing	Report and continue to monitor radio	VHF Channel 82	Ocean Racing	SI A9

Race 2 – 25th November

Date	Time	Action	Channel	Station	Ref
Friday 24th November	1800 to 2000	Crew Changes	0418 396 605	Race Director	SI A3
Saturday 25th November	0500-0545	Pre Race Monitoring	VHF Channel 82	Race Director	SI A4
Saturday 25th November	0545-0630	Announcement of Course Selection Sign-On Schedule and monitor.	VHF Channel 82	Race Director	SI A4
Saturday 25th November	0645	Shipping Advice and confirmation of Pilot Boarding Ground Exclusion zone	VHF Channel 12	Race Director/VTS	SI A5
Saturday 25th November	0655-0700	Starting Sequence	VHF Channel 12	Start Boat	SI B4.1
Saturday 25th November	0700	Individual recalls may be notified	VHF Channel 12	Start Boat	SI B4.2
Saturday 25th November	1100	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 25th November	1400	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 25th November	On passing finish gate	Report	VHF Channel 82	Ocean Racing	SI A9
Saturday 25th November	Finishing	Report and continue to monitor radio	VHF Channel 82	Ocean Racing	SI A9

Race 3 – 20th April

Date	Time	Action	Channel	Station	Ref
Friday 19th April	1800 to 2000	Crew Changes	0418 396 605	Race Director	SI A3
Saturday 20th April	0800-0845	Pre Race Monitoring	VHF Channel 82	Race Director	SI A4
Saturday 20th April	0845-0900	Announcement of Course Selection Sign-On Schedule and monitor.	VHF Channel 82	Race Director	SI A4
Saturday 20th April	0945	Shipping Advice and confirmation of Pilot Boarding Ground Exclusion zone	VHF Channel 12	Race Director/VTS	SI A5
Saturday 20th April	0955-1000	Starting Sequence	VHF Channel 12	Start Boat	SI B4.1
Saturday 20th April	1000	Individual recalls may be notified	VHF Channel 12	Start Boat	SI B4.2
Saturday 20th April	1300	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 20th April	1600	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 20th April	On passing finish gate	Report	VHF Channel 82	Ocean Racing	SI A9
Saturday 20th April	Finishing	Report and continue to monitor radio	VHF Channel 82	Ocean Racing	SI A9

Appendix B: Start

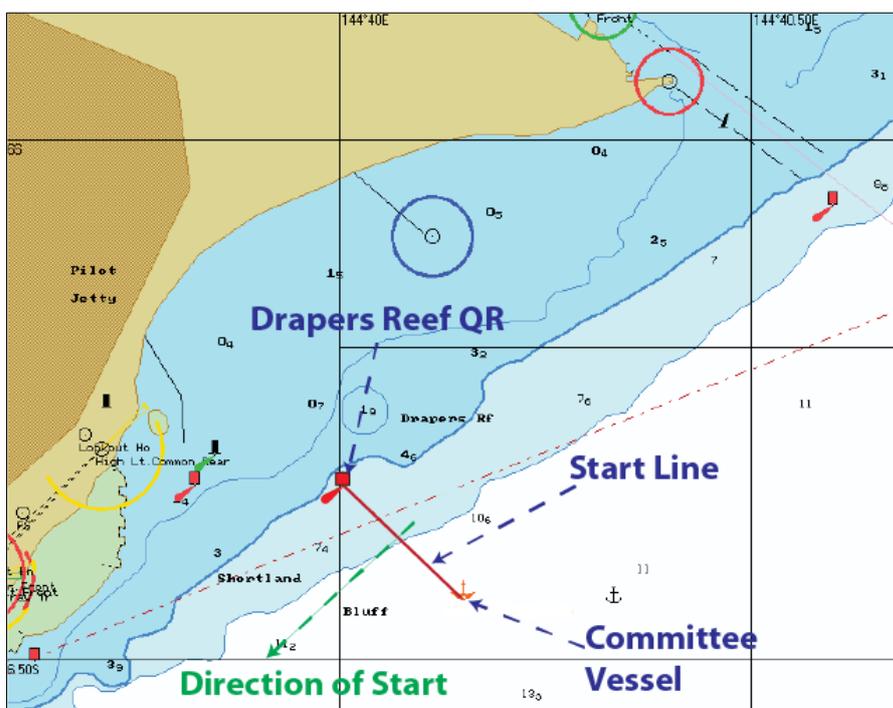
This appendix contains information about the starting line and the starting procedures. Note: the positions, for physical marks, shown in these diagrams are approximate and for illustrative purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day

B1 Start Time

- B1.1. The start will in the vicinity of Drapers Reef, Queenscliff, always allowing the Race Committee, at their discretion, to postpone to another time.
- B1.2. Yachts may elect to start up to 30 minutes after the start signal.

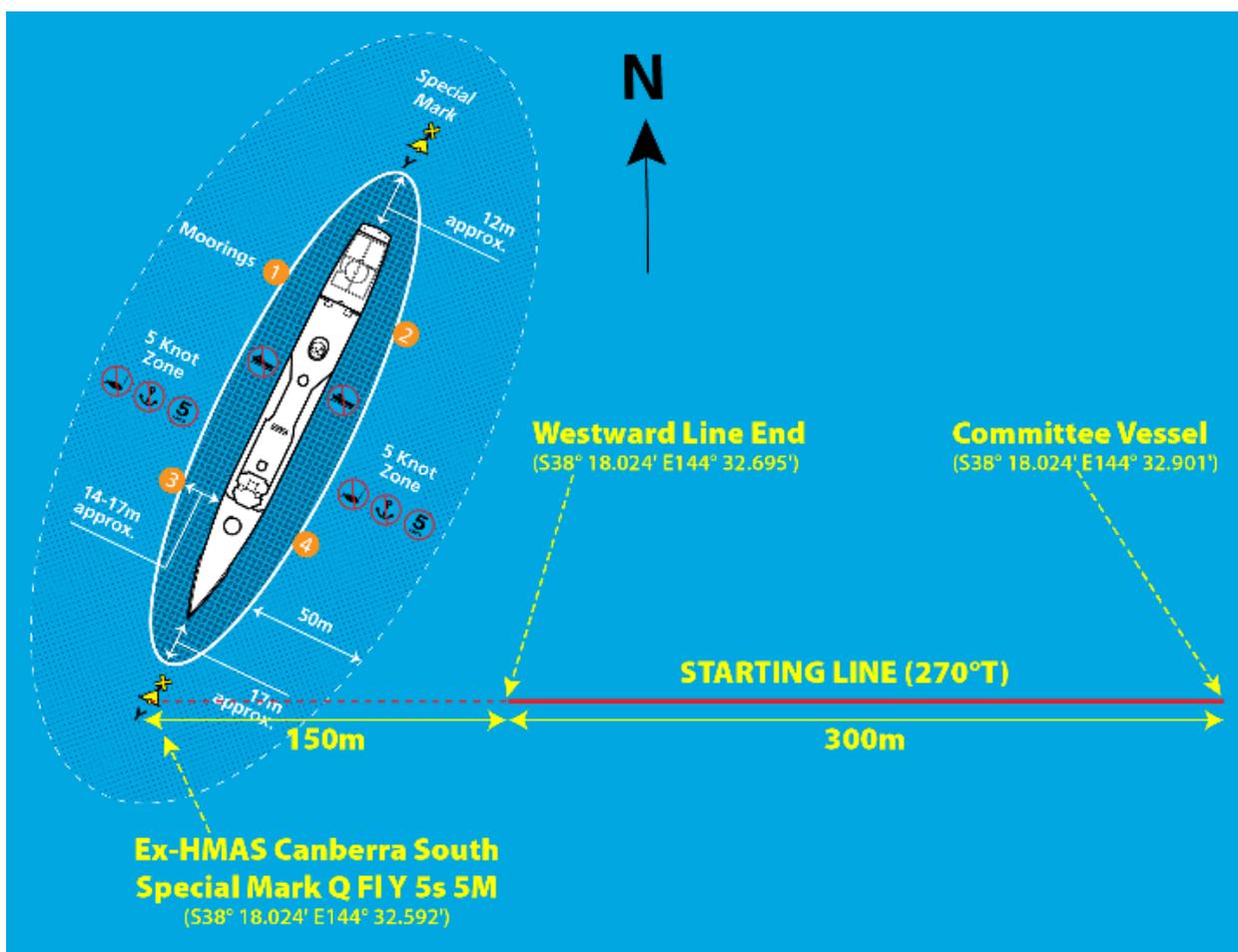
B2 Starting Line

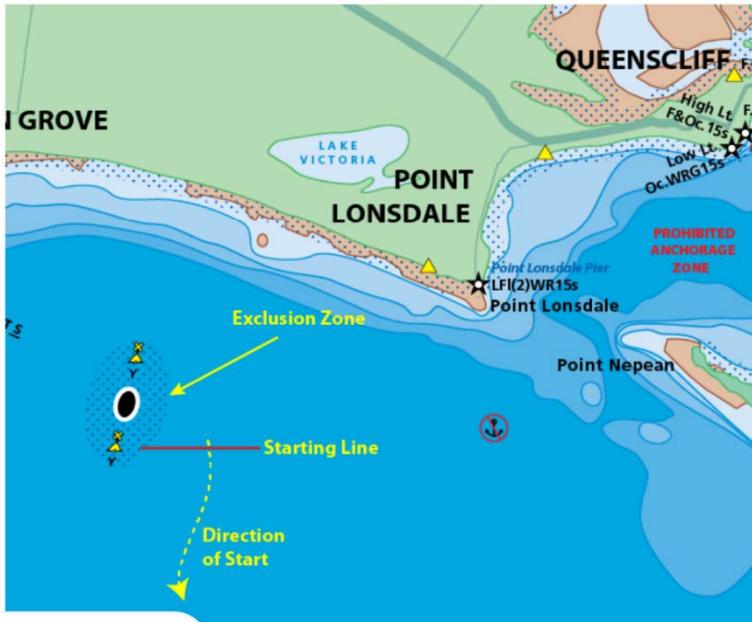
- B2.1. The Starting Line shall be an imaginary line between a Quick Flashing Red (QR) Light on the Drapers Reef Pile and a vessel or a buoy with a rotating blue light approximately 300 metres to the southeast.
- B2.2. In the event of rough weather or other unforeseen difficulties, the vessel or buoy may not be in position. In this case the starting line will be an extension of an imaginary line from a rotating amber light on shore and the Draper's Reef Light, this line running almost east to west to a distance not exceeding 400 metres.
- B2.3. Yachts shall start in a South-Westerly direction.



B3 Alternative Starting Line

- B3.1. If the Race Director determines it necessary, the Alternative Starting Line may be announced by the Race Director.
- B3.2. If the Alternative Starting Line is to be used, this will be announced at the Sign-On Schedule along with a revised start time to enable competitors to reach the start location.
- B3.3. The Alternative Starting Line shall be an imaginary line beginning 150m to the East of the Quick Flashing Special Mark (Q FI Y 5s 5M) at the seaward end of the Ex-HMAS Canberra Dive Site and a vessel with a rotating blue light approximately 450 metres to the East.
- B3.4. The Quick Flashing Special Mark is located at approximately S38° 18.024' E144° 32.592'. The inner (westward) end of the starting line is at approximately S38° 18.024' E144° 32.695'. The outer (eastward) end of the starting line is at approximately S38° 18.024' E144° 32.901'.
- B3.5. After clearing the Heads on the way to the start, yachts will set their radios to VHF Channel 82 in case further instructions need to be given to the fleet. All such notices will be given on VHF Channel 82 until the start has completed.
- B3.6. If the start vessel is unable to be present, the start sequence will be conducted by radio on VHF Channel 82.





B4 Start Procedure

- B4.1. Races will be started using the following signals with flares replacing flags as visual signals.

5 Minutes before start	Warning Signal (white flare)
Start	Starting Signal (green flare)

There will be no Preparatory or One Minute signals (amends RRS 26).

- B4.2. Individual recalls may be signalled by one white flare. Premature starters may be identified on VHF Channel 12 (amends RRS 29.1).
- B4.3. There will be no General Recall (amends RRS 29.2).

B5 Postponements

- B5.1. A postponement may apply at the sole discretion of the Race Director.
- B5.2. Postponements will be announced on VHF Channel 82 before the Sign-On Schedule. If the timing is appropriate, an SMS may also be sent to each yacht on their primary registered contact phone. (Amends RRS 27.3).

Appendix C: Courses

This appendix describes the courses and how they are to be sailed.

Note: the positions given, for physical marks, are approximate and the diagrams should not be used for navigation purposes. Note also that the position of some buoys used as marks of the course are subject to change.

C1 Overview

- C1.1. Six courses are offered for this race, each with one of more “shorten course” options. The courses range between 27NM and 53NM miles in length, reducing under the various shorten course options. In summary the courses include:
- The Westernport and Split Point courses used in previous Coastal Sprints but with minor amendments and additional Shorten Course options; and
 - Four “triangular” courses using the central, eastern and western sections of the course area.

C1.2. **Course diagrams are given at the end of this Appendix.**

C2 Announcement of Course to be sailed

- C2.1. The Race Director will announce the course to be sailed at the beginning of the Sign On schedule and again at the conclusion of the first call of the yachts. This announcement may include a decision to use the Alternative Start but may will not limit the Race Directors right to shorten course during the race.

C3 Shorten Course options

- C3.1. The Race Director may shorten course by:
- deleting one or marks of the course, OR
 - relocating the finish line in accordance with clause D7.4, OR
 - finishing the race at any Mark of the Course, OR
 - any combination of the above
- C3.2. Decision(s) to shorten course will be announced at the Sign On or at a preceding position reporting schedule in accordance with Clause A8.

C4 Course Detail

- C4.1. For races starting in Port Phillip Bay the Courses are given in Table C4.1 on the following page.

Table C4.1

West Offshore Products Coastal Sprint Series Courses (Distances are Approximate)

Westernport		Centre		Eastern		Short Eastern		Western		Split Point	
Mark	Passed to	Mark	Passed to	Mark	Passed to	Mark	Passed to	Mark	Passed to	Mark	Passed to
Start		Start		Start		Start		Start		Start	
ORCVA	Port	ORCVA	Port	ORCVA	Port	Mark ASE	Port	ORCVA	Port	ORCVA	Port
ORCVB	Port	ORCVB	Port	ORCVB	Port	Gate P		ORCVB	Port	ORCVB	Port
ORCVC	Port	ORCVC	Port	ORCVC	Port	Mark 4	Starboard	ORCVC	Port	ORCVC	Port
Mark 1	Starboard.	Mark 1	Starboard.	Mark 1	Starboard.	PBGW	Starboard	Mark 6	Starboard.	PBGN	Starboard.
Mark 2	Starboard.	Mark 4	Starboard.	Mark 2	Starboard.	Gate C		Mark 7	Starboard.	Mark 5	Port
Mark 3	Port	Mark 5	Starboard.	Mark 6	Starboard.	Finish		Mark 5	Starboard.	SPI	Port
WPF	Starboard.	Finish		PBGW				Gate C		SPO	Port
Gate P				Gate C				Finish		Finish	
Finish				Finish							
Max Dist.	53NM		51NM		52NM		27NM		52NM		49NM

- C4.2. In the event that the Alternative Starting Line is used
- the requirement to pass the Heads Exclusion Zone marks (ORCVA ,B & C) to port is deleted; and
 - additional mark ASE is added prior to Mark 1 in the Westernport, Central and Eastern courses.
- C4.3. The location of Marks is given in Table C4.3. See Appendices B and D for the location of start and finish lines. Note All marks are Virtual marks except WPF

Table C4.3 - Location of Marks

Mark	Latitude	Longitude	Notes
ORCVA	S38° 16.900'	E144° 38.900'	Exclusion Zone boundary
ORCVB	S38° 17.950'	E144° 37.760'	Exclusion Zone boundary
ORCVC	S38° 18.500'	E144° 36.800'	Exclusion Zone boundary
ORCVD	S38° 18.00'	E144° 38.67'	Exclusion Zone boundary
ASE	S38° 19.531'	E144° 32.067'	Alternative Start Extra Mark
PBGN	S38° 19.69'	E144° 32.60'	Pilot boarding Ground - North
PBGS	S38° 22.69'	E144° 32.60'	Pilot boarding Ground - South
PBGE	S38° 21.19'	E144° 34.51'	Pilot boarding Ground - East
PBGW	S38° 21.19'	E144° 30.69'	Pilot boarding Ground - West
Mark 1	S38° 26.559'	E144° 48.121'	
Mark 2	S38° 28.583'	E144° 51.198'	
Mark 3	S38° 30.382'	E144° 56.227'	
Mark 4	S38° 25.630'	E144° 34.002'	
Mark 5	S38° 24.522'	E144° 19.359'	
Mark 6	S38° 33.500'	E144° 35.185'	
Mark7	S38° 36.500'	E144° 34.943'	
SPI	S38° 28.144'	E144° 09.500'	Split Point Inner Rounding Mark
SPO	S38° 28.144'	E144° 10.000'	Split Point Outer Rounding Mark
WPF	S38° 30.213'	E145° 05.376'	Westernport Fairway Buoy

Mark	Latitude	Longitude	Notes
Gate P - between NM & SM			Gate for Portsea Back Beach Finish
NM	S38° 22.800'	E144° 43.950'	northern mark of Gate
SM	S38° 23.600'	E144° 42.640'	southern mark of gate
Gate C – between WM & EM			Gate for Canberra Wreck Site Finish
WM	S38° 18.566'	E144° 30.396'	western mark of gate
EM	S38° 19.259'	E144° 31.181'	eastern mark of gate

C5 Heads Exclusion Zone

- C5.1. Yachts are required to keep out of the main channels in Port Phillip Heads and to avoid obstructing shipping.

The area bounded by the following locations, shown in the diagram below, is an obstruction:

Mark	Position	Description
ORCVA	S38° 16.90' E144° 38.90'	Shortland Bluff
ORCVB	S38° 17.95' E144° 37.76'	Heads Exit
ORCVC	S38° 18.50' E144° 36.80'	Channel Clearing
ORCVD	S38° 18.00' E144° 38.67'	Big Rock

- C5.2. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 7.3.
- C5.3. Yachts are required to record their track through the heads using their chart plotter or similar device, and to take a photograph of this track to demonstrate compliance with the Heads Exclusion Zone. This photograph shall be submitted to the Race Director if requested.

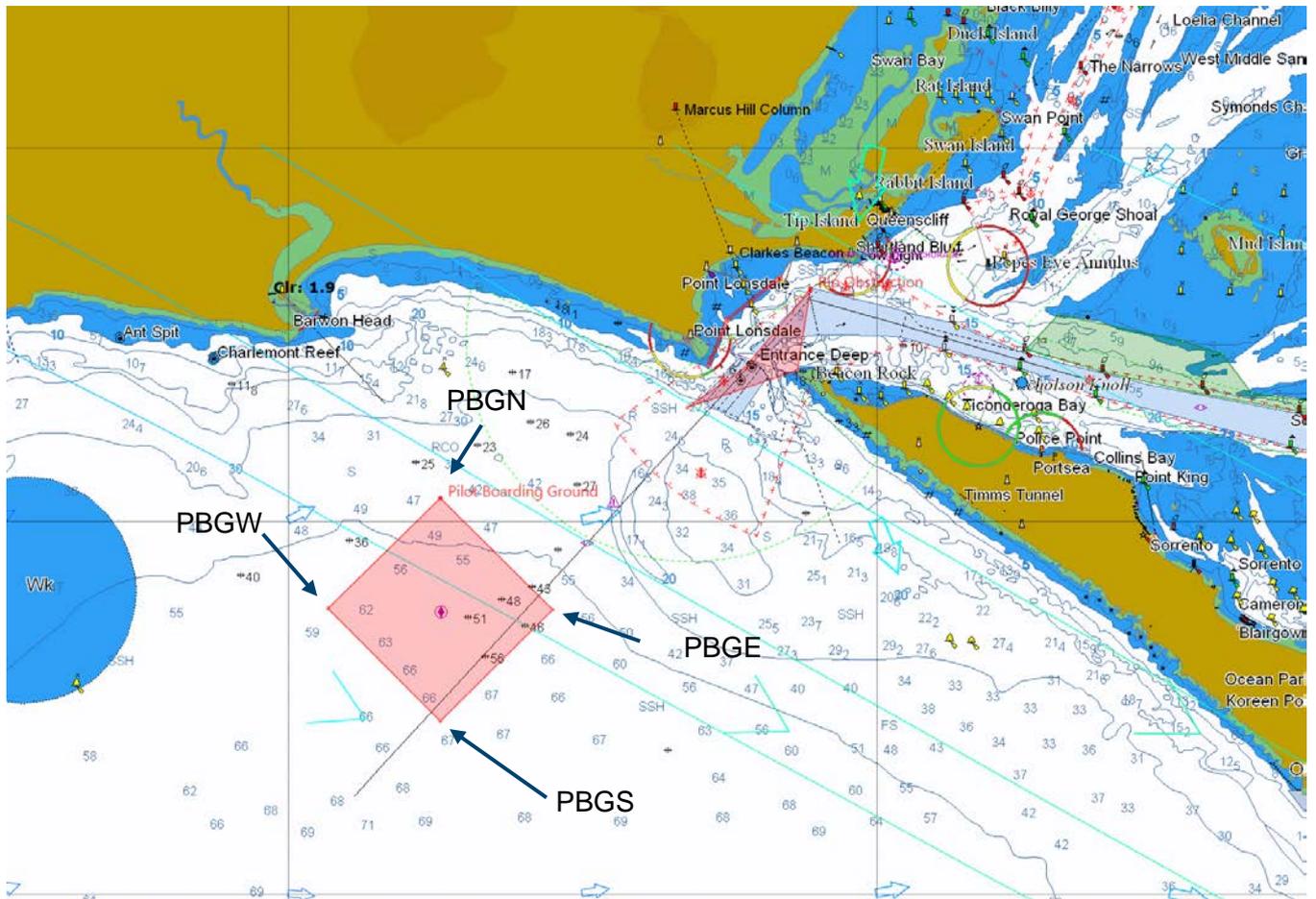
C6 Pilot Boarding Ground Exclusion Zone

- C6.1. Yachts are required to keep out of the Pilot Boarding Ground outside the Port Phillip Heads to avoid obstructing the pilot boats and shipping.
- C6.2. This exclusion zone will be confirmed via VHF radio during the shipping advice on channel 12.
- C6.3. The area is bounded by the following locations, also shown in the diagram below:

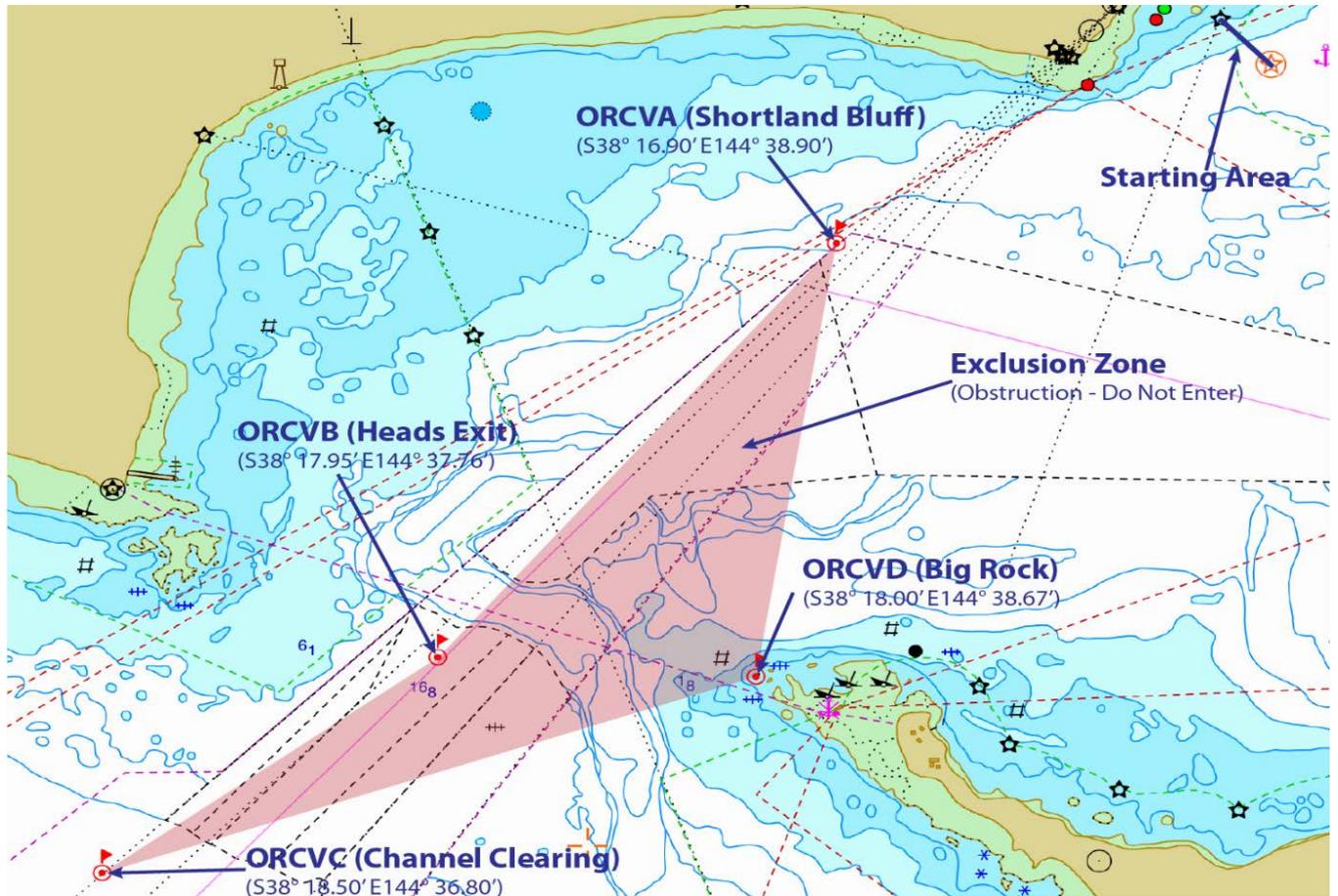
Mark	Position	Description
PBGN	S38° 19.69' E144° 32.60'	Pilot boarding Ground - North
PBGS	S38° 22.69' E144° 32.60'	Pilot boarding Ground - South
PBGE	S38° 21.19' E144° 34.51'	Pilot boarding Ground - East
PBGW	S38° 21.19' E144° 30.69'	Pilot boarding Ground - West

- C6.4. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 7.3.
- C6.5. Yachts are required to record their track through the heads using their chart plotter or similar device, and to take a photograph of this track to demonstrate compliance with the Heads Exclusion Zone. This photograph shall be submitted to the Race Director if requested.

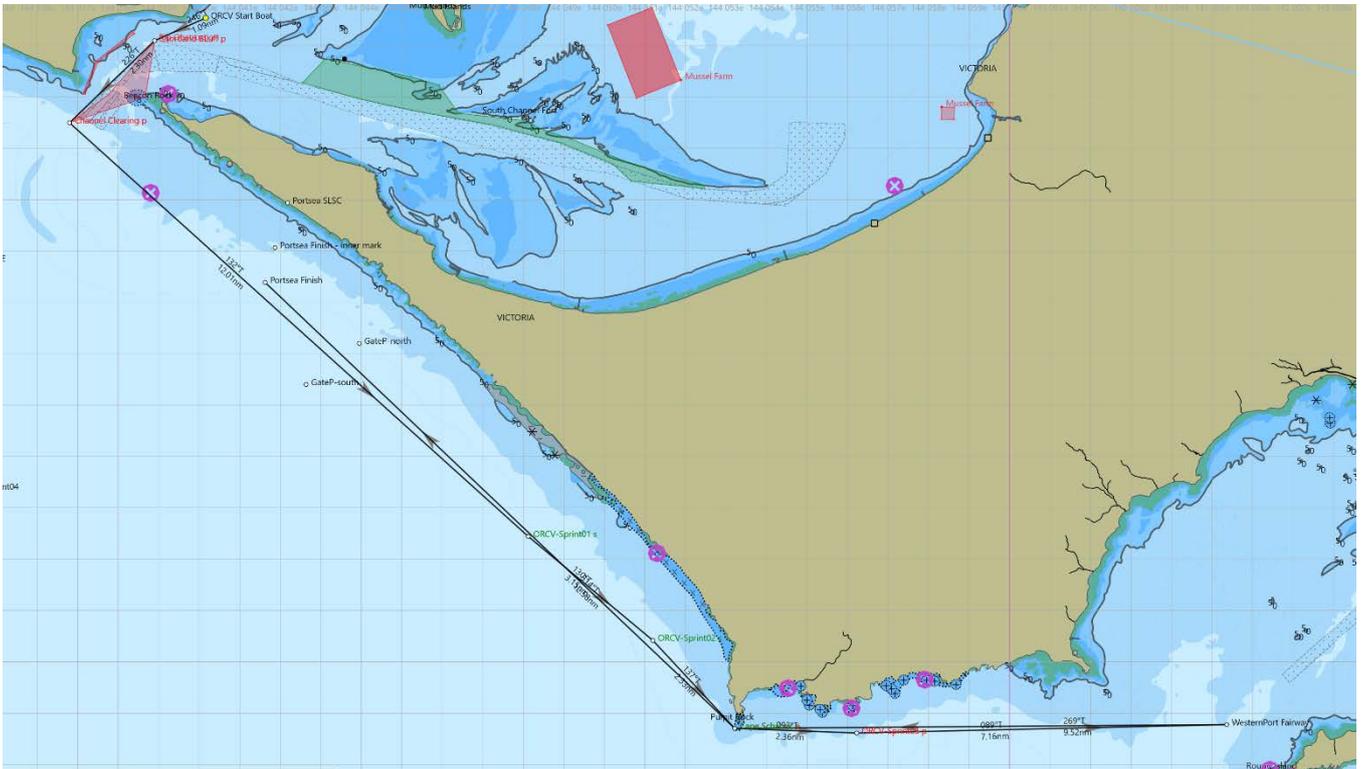
Pilot Boarding Ground Exclusion Zone



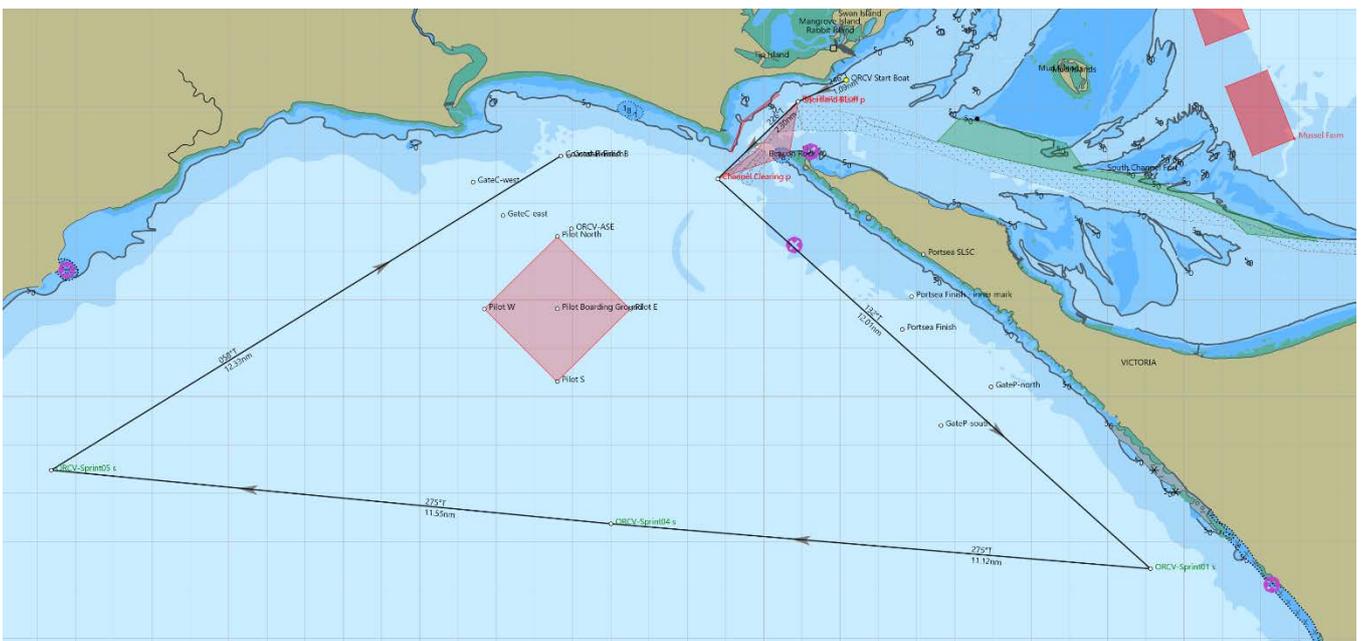
Heads Exclusion Zone



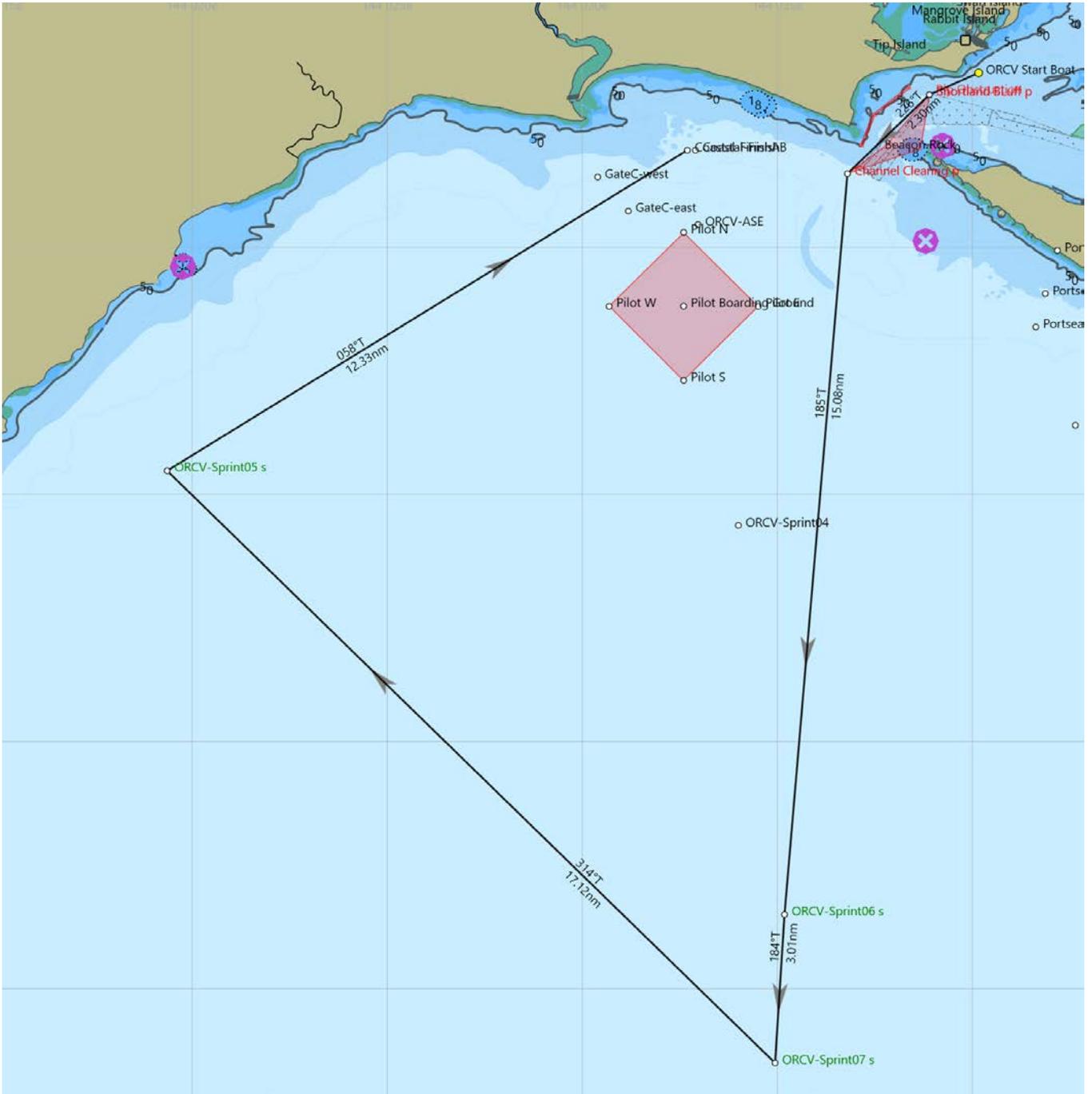
Westernport Course



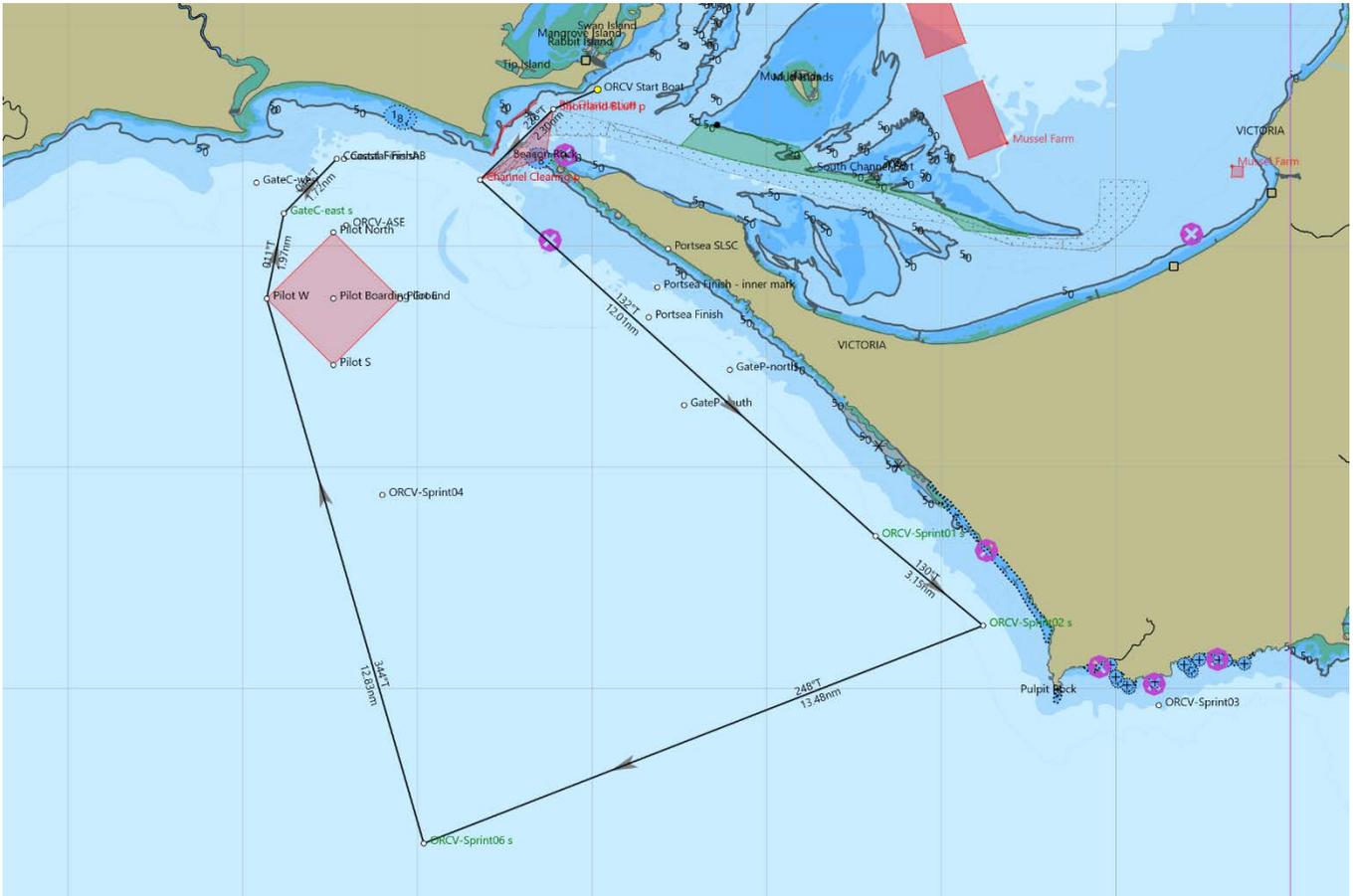
Centre Course



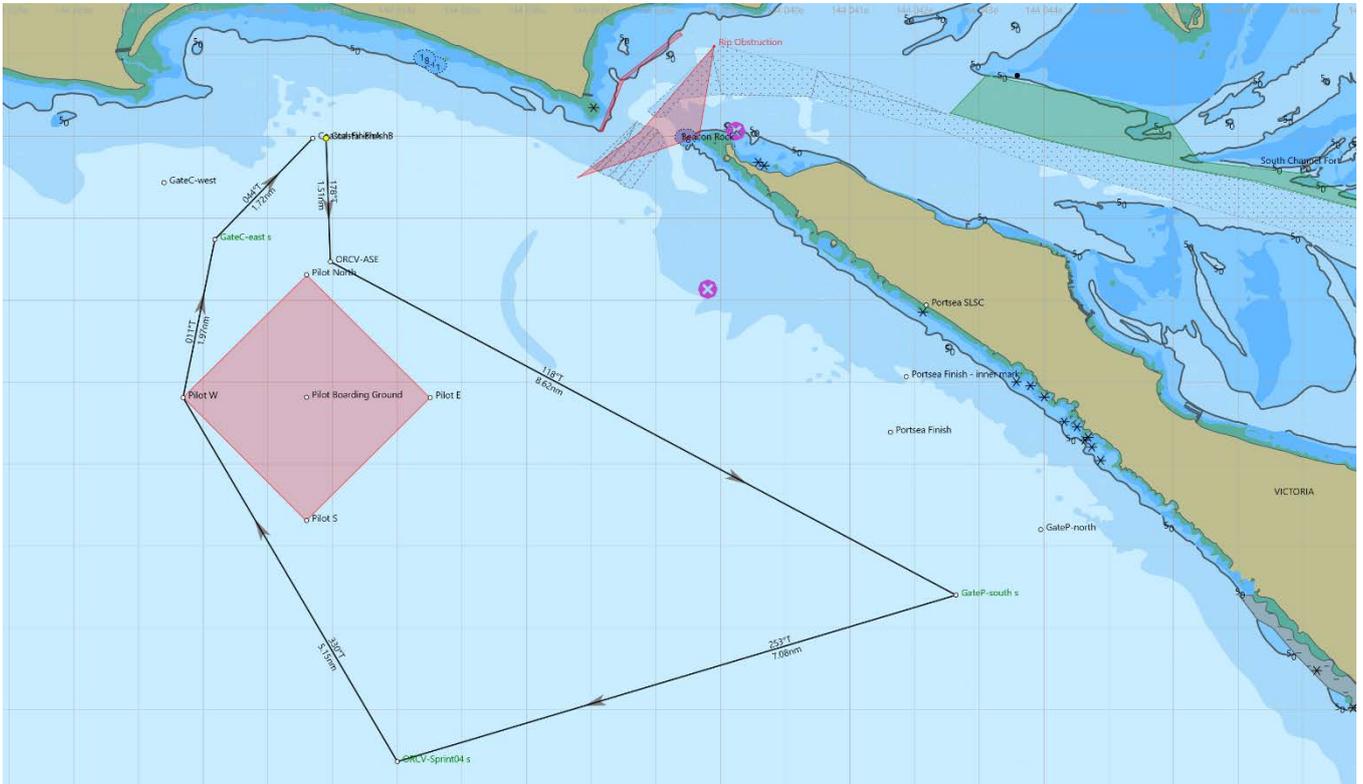
Western Course



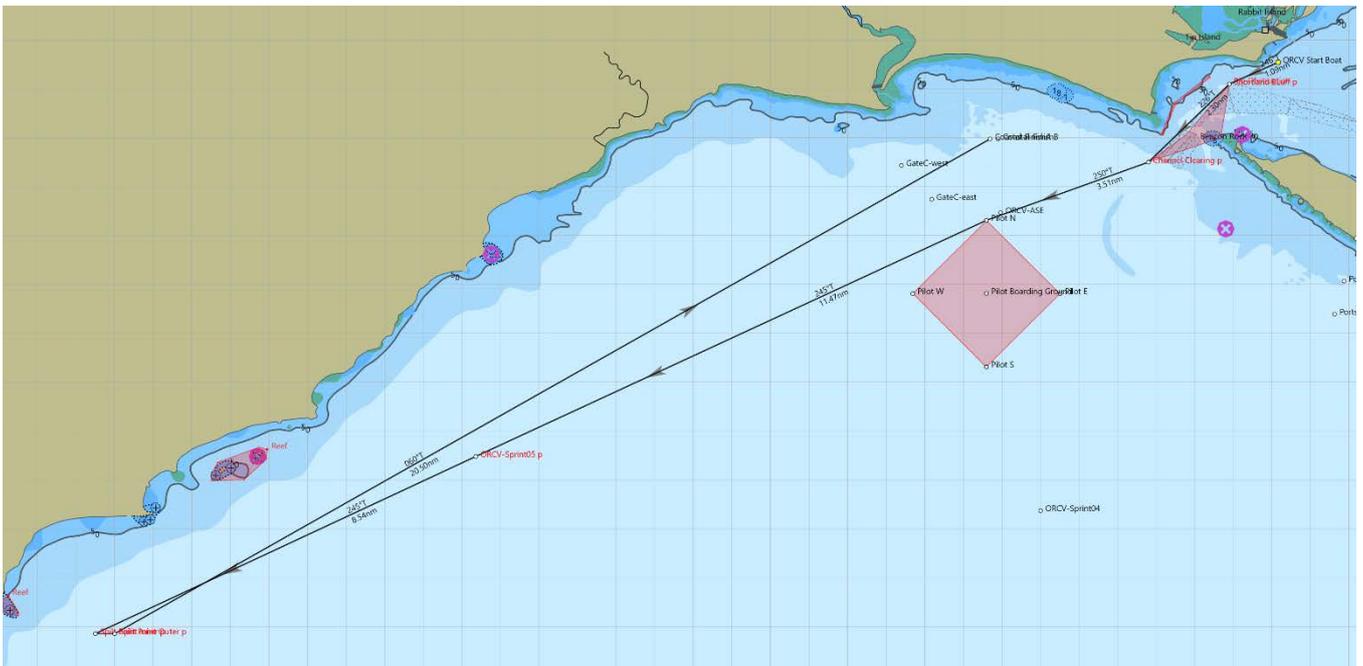
Eastern Course



Short Eastern Course



Split Point Course



Appendix D: Finish

This appendix describes the Finishing Line and the post-finishing procedures.

Note: the positions given are approximate.

D1 Reporting

- D1.1. Each yacht is required to notify Ocean Racing on VHF Channel 82 when they cross the finish line
- D1.2. After finishing radios shall be left on VHF Channel 82 for the purpose of receiving information which may be provided by ORCV regarding conditions at the entrance to Port Phillip.

D2 Finishing Line – “Western Port”

- D2.1. The finishing line for the Westernport Course lies on the transit bearing approximately 16 degrees True between the most eastern of the wave buoys located off Portsea Back Beach at S38° 21.612' E144° 41. 626' and the observation room at the Portsea Surf Live Saving Club at S38° 20.060' E144° 42.180'.
- D2.2. Yachts must finish in a westerly direction leaving all of the buoys to port at a distance of not more than 0.7NM.

D3 Finishing Line all other Courses

- D3.1. The finish line for all other courses is an imaginary line extending approximately 300m between S38° 18.024' E144° 32.695' and S38° 18.024' E144° 32.901'.
- D3.2. Please note that the Finish Line is approximately 300m east of the Southern marker for the Ex HMAS Canberra dive site.
- D3.3. Yachts shall finish in a northerly direction and the committee boat will not be on station but in other respects the finish line is the same as the alternative start line shown in SI B3.3
- D3.4. If conditions warrant the Race Director may also shorten course by nominating a new finish line located between Mark 5 and the Ex HMAS Canberra Dive Site. The line shall be:
 - approximately 1.5nm in length
 - be set at an angle of approximately 90° to the rhumb line between Virtual Mark SPO off Split Point and the southern marker of the Ex HMAS Canberra Dive Site; and
 - located between two new virtual marks at positions announced by the Race Director on VHF Channel 82.

D4 Finishing Procedure

D4.1. Skippers are required to record and report their own finishing times, accurate to 1 second based on GPS time. They should also record details of any boats which may be finishing in close proximity.

D5 Declarations

- D5.1. Each yacht is required to lodge a declaration on the form provided in Appendix E: Race Declaration with ORCV as soon as practical, and within 12 hours of finishing the race.
- D5.2. Note that the Declaration Form includes details of the rounding/passing times for the last mark before the Finish Gate, the Finish Gate and finishing time.
- D5.3. Declarations may be handed manually or sent by email or SMS as a photograph or PDF to the Race Director.

If a skipper is uncertain as to whether a rule has been breached, they should report the circumstances on the back of this declaration form.

D6 Presentation

D6.1. Trophies will be presented at the ORCV 2023 Presentation Night at a place and time to be announced.

D7 Tides

THE RIP – VICTORIA										2023						
LAT 38° 18' S LONG 144° 38' E										Local Time						
Tidal Stream Predictions (Rates in knots)																
JULY					AUGUST					SEPTEMBER						
Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate		
1	0122	-4.73	16	0245	-4.80	1	0238	-5.07	16	0108	0434	-4.12	1	0208	0503	-5.09
SA	0556	0904	SU	0715	1002	TU	0723	1025	WE	0839	1130	FR	0824	1212	SA	0320
	1303	1509		1433	1642	○	1455	1701	●	1551	1809		1555	1822		0959
	1747	2034		1959	2231		1956	2228		2145			2158			1610
	2302															1844
2	0215	-4.85	17	0033	0350	2	0035	0350	17	0014	2.16	2	0050	3.56	17	0114
SU	0654	0959	MO	0809	1055	WE	0832	1124	TH	0218	0534	SA	0328	0616	SU	0410
	1418	1627		1530	1744		1551	1803		0833	1220		1023	1306		1039
	1920	2152		2111	2335		2116	2352		1629	1850		1633	1909		1633
	2359									2229			2253			1913
3	0314	-5.04	18	0133	0452	3	0159	0504	18	0105	2.65	3	0145	4.03	18	0146
MO	0753	1051	TU	0901	1145	TH	0936	1222	FR	0320	0622	SU	0437	0721	MO	0454
	1522	1735		1618	1834		1636	1850		1018	1304		1114	1355		1114
	2043	2304		2208			2218			1659	1924		1708	1950		1656
										2306			2343			1939
4	0416	-5.30	19	0033	2.21	4	0100	3.00	19	0148	3.06	4	0230	4.31	19	0216
TU	0852	1143	WE	0232	0548	FR	0318	0613	SA	0412	0705	MO	0538	0817	TU	0533
	1616	1830		0950	1233		1034	1316		1057	1342		1159	1440		1146
	2147			1658	1916		1714	1935		1723	1954		1742	2028		1720
				2253			2312			2338						2004
5	0011	2.13	20	0124	2.51	5	0202	3.53	20	0223	3.38	5	0030	0313	20	0003
WE	0212	0517	TH	0326	0635	SA	0429	0719	SU	0459	0745	TU	0634	0908	WE	0612
	0950	1235		1033	1316		1126	1407		1131	1416		1241	1520		1218
	1702	1915		1732	1953		1749	2020		1745	2021		1818	2105		1745
	2345			2325												2030

THE RIP – VICTORIA

LAT 38° 18' S LONG 144° 38' E

Tidal Stream Predictions (Rates In knots)

2023

Local Time

OCTOBER

NOVEMBER

DECEMBER

	Slack Time	Maximum Time	Rate		Slack Time	Maximum Time	Rate
1	0439	0028	4.04	16	0503	0132	3.90
SU	1109	0720	-4.98	MO	1119	1430	3.28
	1848	1032	-3.80		1838	1023	-4.02
	2329				2320		
2	0540	0214	4.45	17	0544	0205	4.27
MO	1159	0810	-5.13	TU	1158	1433	3.35
	1725	2012	-3.70		1706	1052	-3.35
					2354		
3	0018	0258	4.67	18	0623	0238	4.50
TU	0833	0911	-5.12	WE	1231	1503	3.37
	1343	1523	3.89		1738	2021	-3.84
	1802	2051	-3.51				
4	0059	0340	4.70	19	0028	0312	4.81
WE	0722	0955	-4.98	TH	0701	0938	-4.58
	1323	1600	3.79		1304	1533	3.35
	1838	2120	-3.53		1807	2052	-3.82
5	0140	0421	4.58	20	0103	0347	4.81
TH	0807	1036	-4.77	FR	0730	1015	-4.50
	1401	1635	3.65		1328	1602	3.30
	1918	2207	-3.28		1830	2125	-3.88
6	0220	0500	4.38	21	0140	0423	4.51
FR	0850	1118	-4.52	SA	0819	1051	-4.33
	1437	1739	3.43		1436	1634	3.21
	1954	2248	-3.85		1913	2201	-3.79
7	0258	0538	4.11	22	0220	0501	4.32
SA	0931	1157	-4.21	SU	0901	1131	-4.09
	1512	1742	3.15		1442	1737	3.07
	2032	2328	-3.28		1920	2243	-3.54
8	0338	0617	3.81	23	0302	0543	4.08
SU	1015	1240	-3.84	MO	0948	1213	-3.84
	1549	1818	2.77		1518	1748	2.88
	2112				2035	2333	-3.74
9	0417	0014	-4.68	24	0349	0631	3.73
MO	1102	0858	3.46	TU	1035	1300	-3.84
	1632	1328	-3.40		1608	1838	2.58
	2157	1904	2.30		2138		
10	0502	0107	-4.08	25	0444	0038	-4.63
TU	1158	0748	3.08	WE	1128	1354	-3.53
	1730	1422	-2.94		1715	2008	2.30
	2258	2014	1.80		2258		
11	0558	0210	-3.53	26	0550	0152	-4.12
WE	1300	0901	2.88	TH	1237	1458	-3.82
	1858	1526	-2.85		1842	2148	2.87
		2140	1.84				

	Slack Time	Maximum Time	Rate		Slack Time	Maximum Time	Rate
1	0623	0227	4.81	16	0611	0204	4.88
WE	1227	0857	-4.78	TH	1214	1440	-4.29
	1725	1508	3.48		1858	1643	-3.71
		2018	-3.32		2359		
2	0027	0309	4.77	17	0650	0243	4.75
TH	0708	0937	-4.75	FR	1250	1515	-3.92
	1308	1544	3.43		1735	2022	-3.87
	1805	2057	-3.20				
3	0107	0347	4.83	18	0040	0322	4.70
FR	0745	1016	-4.87	SA	0729	1001	-4.40
	1343	1619	3.34		1325	1550	3.08
	1845	2137	-3.59		1816	2103	-3.87
4	0145	0428	4.42	19	0121	0403	4.57
SA	0823	1053	-4.52	SU	0809	1040	-4.37
	1419	1653	3.18		1401	1627	3.08
	1925	2219	-3.45		1859	2148	-3.80
5	0221	0502	4.18	20	0204	0445	4.38
SU	0900	1131	-4.32	MO	0848	1118	-4.34
	1455	1737	2.98		1441	1739	3.00
	2005	2301	-4.04		1948	2239	-3.54
6	0258	0539	3.89	21	0348	0529	4.10
MO	0937	1209	-4.08	TU	0927	1158	-4.32
	1533	1806	2.88		1527	1801	2.81
	2047	2347	-4.39		2045	2337	-4.87
7	0334	0618	3.58	22	0334	0617	3.79
TU	1018	1251	-3.77	WE	1008	1240	-4.33
	1617	1853	2.38		1521	1808	2.85
	2138				2157		
8	0413	0039	-3.82	23	0425	0044	-4.32
WE	1058	0857	3.15	TH	1051	1327	-4.29
	1711	1458	2.08		1728	2023	2.94
	2240				2323		
9	0500	0139	-3.24	24	0527	0158	-3.80
TH	1144	0955	2.88	FR	0527	0821	3.10
	1620	1426	-3.32		1139	1420	-4.49
	2113	2113	2.08		1837	2138	3.23
10	0004	0250	-2.72	25	0058	0321	-3.48
FR	0603	0824	2.29	SA	0644	0941	2.82
	1222	1523	-3.33		1232	1521	-4.89
	1631	2031	2.82		1848	2243	3.84
11	0140	0411	-2.51	26	0228	0445	-3.45
SA	0734	1048	2.18	SU	0812	1101	2.70
	1322	1621	-3.59		1327	1624	-5.00
	2030	2328	3.12		2048	2338	4.08

	Slack Time	Maximum Time	Rate		Slack Time	Maximum Time	Rate
1	0000	0241	4.85	16	0640	0222	4.88
FR	0650	0919	-4.49	SA	1235	1503	-2.85
	1252	1532	3.12		1715	2008	-3.84
	1740	2058	-3.72				
2	0040	0321	4.53	17	0025	0307	4.85
SA	0727	0957	-4.52	SU	0718	0945	-4.38
	1330	1609	3.11		1315	1549	3.08
	1823	2117	-3.47		1807	2058	-3.85
3	0117	0359	4.38	18	0111	0352	4.54
SU	0801	1032	-4.51	MO	0755	1025	-4.80
	1407	1648	3.05		1358	1638	3.20
	1908	2150	-3.74		1801	2150	-3.87
4	0153	0435	4.19	19	0158	0437	4.37
MO	0834	1108	-4.45	TU	0830	1103	-4.83
	1443	1722	2.93		1443	1738	3.27
	1947	2241	-4.73		1950	2247	-3.51
5	0227	0511	3.97	20	0240	0522	4.14
TU	0905	1141	-4.38	WE	0905	1141	-5.05
	1521	1800	2.79		1532	1821	3.32
	2032	2325	-4.28		2103	2345	-4.82
6	0301	0545	3.70	21	0324	0608	3.88
WE	0938	1214	-4.27	TH	0939	1230	-5.22
	1532	1843	2.88		1528	1915	3.38
	2123				2215		
7	0335	0013	-3.78	22	0410	0047	-4.25
TH	1006	0820	3.38	FR	1015	1300	-5.30
	1647	1249	-4.18		1719	2012	3.43
	2225	1835	2.80		2334		
8	0413	0108	-3.24	23	0504	0155	-3.70
FR	1038	0859	2.97	SA	0504	0749	3.17
	1738	1327	-4.11		1058	1347	-5.29
	2341	2054	2.88		1817	2110	3.85
9	0502	0211	-2.72	24	0058	0309	-3.29
SA	1114	0950	2.45	SU	0809	0854	2.70
	1633	1409	-4.08		1143	1441	-5.19
	2157	2157	2.88		1917	2209	3.74
10	0108	0323	-2.35	25	0215	0424	-3.13
SU	0610	0911	1.94	MO	0731	1015	2.31
	1158	1459	-4.13		1257	1542	-5.10
	1620	2254	3.35		2019	2307	3.08
11	0228	0441	-2.33	26	0325	0538	-3.21
MO	0748	1031	1.87	TU	0859	1132	2.18
	1245	1583	-4.39		1338	1647	-5.07
	2022	2323	3.77		2113		

THE RIP – VICTORIA

LAT 38° 18' S LONG 144° 38' E

Tidal Stream Predictions (Rates in knots)

2024

Local Time

APRIL						MAY						JUNE											
	Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate		Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate							
1	0215	0444	3.25	16	0205	0440	3.16	1	0132	0356	2.84	16	0233	0513	2.72	1	0259	0543	2.88				
MO	0726	1012	-5.70	TU	0717	1013	-5.54	WE	0631	0924	-5.44	TH	0743	1040	-4.48	SA	0825	1112	-4.42	16	0923	1203	-3.29
	1428	1710	4.32		1421	1701	4.03		1339	1621	4.21		1425	1709	3.71		1452	1737	3.69		1504	1749	3.09
	2104	2333	-4.10		2103	2325	-4.09		2030	2255	-3.91		2112	2341	-4.01		2123	2357	-4.56		2128		
2	0245	0513	3.09	17	0245	0521	2.83	2	0208	0434	2.70	17	0320	0559	2.45	2	0355	0650	3.01	17	0428	0719	2.84
TU	0755	1045	-5.84	WE	0800	1059	-4.91	TH	0713	1010	-5.14	FR	0834	1131	-3.90	SU	0943	1218	-3.93	MO	1031	1301	-2.81
	1505	1746	4.15		1501	1743	3.68		1421	1703	3.94		1501	1750	3.34		1543	1833	3.35		1547	1835	2.61
	2146				2148				2112	2336	-3.79		2150				2202				2159		
3	0315	0545	2.88	18	0330	0609	2.41	3	0252	0521	2.54	18	0412	0653	2.25	3	0458	0757	3.26	18	0517	0813	3.04
WE	0827	1124	-5.46	TH	0847	1152	-4.25	FR	0805	1106	-4.71	SA	0936	1229	-3.31	MO	1110	1334	-3.50	TU	1149	1407	-2.37
	1545	1827	3.89		1542	1829	3.28		1508	1752	3.62		1542	1837	2.90		1646	1940	2.98		1643	1938	2.07
	2234				2237				2157				2228				2247				2233		
4	0351	0619	2.60	19	0426	0707	1.97	4	0348	0630	2.43	19	0511	0758	2.24	4	0603	0902	3.61	19	0607	0907	3.32
TH	0905	1211	-5.12	FR	0943	1251	-3.60	SA	0917	1214	-4.21	SU	1054	1336	-2.73	TU	1241	1456	-3.27	WE	1307	1518	-2.14
	1631	1915	3.57		1629	1929	2.85		1602	1857	3.29		1635	1947	2.44		1805	2059	2.68		1802	2056	1.66
	2329				2331				2245				2308				2338				2315		
5	0439	0708	2.24	20	0543	0827	1.72	5	0501	0757	2.59	20	0613	0905	2.54	5	0706	1000	3.97	20	0658	0958	3.65
FR	0958	1313	-4.85	SA	1101	1404	-2.99	SU	1049	1332	-3.75	MO	1226	1452	-2.33	WE	1403	1616	-3.33	TH	1418	1631	-2.28
	1727	2024	3.27		1733	2059	2.56		1711	2019	3.05		1751	2110	2.13		1932	2215	2.54		1936	2203	1.47
									2337				2351										
6	0030	0247	-2.99	21	0028	0306	-3.00	6	0621	0924	3.11	21	0708	1003	3.03	6	0033	0334	-5.35	21	0003	0315	-4.44
SA	0552	0835	1.95	SU	0707	0954	2.00	MO	1231	1501	-3.53	TU	1350	1611	-2.35	TH	0805	1054	4.29	FR	0749	1044	3.96
	1121	1431	-4.17		1241	1528	-2.85		1836	2145	2.98		1925	2217	2.01		1510	1723	-3.59		1516	1735	-2.70
	1839	2159	3.16		1900	2221	2.54										2049	2323	2.57		2052	2307	1.54

Appendix E: Race Declaration

Declaration

I, [The person in charge], being in charge of the yacht [The yacht name] have adhered to the rules and conditions of the 2022-23 West Offshore Products Coastal Sprint Series Race and confirm [The yacht name] passing/rounding times for designated virtual marks and our Finish time in the table below.

Marks Rounded or passed and Gates	Rounding/Passing/Crossing time	Yachts in Vicinity
Last Mark before Finish Gate		
Finish Gate		
Finish		

- Please tick if you had a safety related incident or near miss during the race. If so, someone from the Incident Management Team will contact you for details.
- Please tick and add details if you have any further information required on your Declaration.

Any comments on the race:

Signed:	
Date:	