

# 2023 Melbourne to Devonport Rudder Cup Yacht Race Sailing Instructions



## Amendments

Number	Instructions Changed	Summary of Amendment

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# Sailing Instructions

The 2023 ORCV Melbourne to Devonport Rudder Cup Yacht Race yacht race will be conducted on the waters of Bass Strait. The race is organised and conducted by the Ocean Racing Club of Victoria, inc with the co-operation of the Mersey Yacht Club.

## 1. Rules

- 1.1. The Race will be governed by the current versions of:
  - 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 Notice of Race,except as amended by these Sailing Instructions for the Race.
- 1.2. All times in these Sailing Instructions are Melbourne Australian Eastern Daylight Time (AEDT) 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:
  - Sunrise: 0612
  - Sunset: 1956

## 2. Notices to Competitors

- 2.1. Notices to competitors will be posted on the ORCV website [www.orcv.org.au](http://www.orcv.org.au) and skippers advised by SMS.
- 2.2. Any change to these Sailing Instructions will be posted on the club website before the start with notifications to skippers via a Notice To Competitors (NTC) via SMS and emails.
- 2.3. The skipper and one other crew member (preferably the navigator) shall join the on line Pre-Race Briefing to be held at 2030 on Wednesday, 1 November 2023.
- 2.4. Amendments to the Sailing Instructions shall also be advised to competitors at the Pre-Race Briefing or by radio as detailed in Appendix A: Race Communications.

## 3. Signals made ashore

- 3.1. There will not be any signals made ashore.

## 4. Class flag

- 4.1. The Class Flag for all divisions and classes will be the ORCV Burgee.

## 5. The start and start time

- 5.1. The start is as described in Appendix B: Start.  
5.2. The start is on Friday 3<sup>rd</sup> November, 2023 1800 hours AEDT.

## 6. The course

- 6.1. The course is as described in Appendix C: Course.

## 7. The finish

- 7.1. The finish is as described in Appendix D: Finish.

## 8. Protests and requests for redress

- 8.1. Protests or requests for redress are to be lodged with an ORCV Race Director within 6 hours of the yacht's finishing time.  
8.2. Yachts intending to protest or request redress must inform the Race Director in person or by radio within 1 hour of finishing giving any details as may be known at the time.  
8.3. Protests or requests for redress may be heard at the Mersey Yacht Club in Devonport, as soon as practical, but no sooner than 6 hours after the yacht has finished.  
8.4. The date, time and venue for a protest hearing will be posted on the Notice Board at the Mersey Yacht Club and the ORCV web site at least 4 hours before the hearing with participants notified.  
8.5. All requests for redress involving the official time sheet must be submitted within 4 hours of posting the results.  
8.6. The protest committee shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).

## 9. Penalty system

- 9.1. 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.  
9.2. 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.  
9.3. **RRS 44.2** - A Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Port Phillip.  
9.4. **RRS 44.3** - A Time Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.  
9.5. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS) at the discretion of the Protest Committee:

- For a minor infringement – 15 minutes
- 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.

9.6. Elapsed time or other penalties shall be imposed for non compliance with the Race Communications procedures as set out in the following table.

Penalty	Breach
<b>30 minutes</b>	Failure to report position at 2 non consecutive reporting schedules.
<b>DSQ</b>	Failure to report position at 2 consecutive reporting schedules.

9.7. All time penalties will be noted on the time sheet and shall be applied to finishing times. Yacht positions will be determined after any time penalties are applied (complements RRS 64.1 and amends RRS 44.3).

## 10. Yachts retiring

10.1. Yachts retiring shall inform the race committee as described in A15 Yachts Retiring.

## 11. Safety regulations

- 11.1. The Safety Category and regulations are as set out in the Notice of Race.
- 11.2. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather or when sailing short-handed. Please refer to Australian Sailing special regulations 5.01.1(g) which requires life jackets shall be worn between the hours of sunset and sunrise.
- 11.3. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.
- 11.4. 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 heightened risk. For full details, consult [www.transportsafety.vic.gov.au](http://www.transportsafety.vic.gov.au).
- 11.5. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) whilst within Port Phillip and particularly while transiting Port Phillip Heads, as required by Vic Ports Harbour Master's Directions. Ships are restricted in their ability to manoeuvre while in the entrance of Port Phillip and yachts should take any necessary avoiding action early.
- 11.6. 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.
- 11.7. 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.
- 11.8. 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.

- 11.9. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.
- 11.10. The Race Director may, at absolute discretion, disqualify a yacht from participating or continuing to participate in the race if the Race Director believes that it is unsafe for that yacht to commence or continue to race.
- 11.11. A Return Voyage Plan is included as part of the Declaration in Appendix E: Race Declaration.

## **12. Unsuitable conditions**

- 12.1. After commencement of the race, the race can be terminated at the Race Director's discretion.
- 12.2. The Race Committee may deem the race to be abandoned, rescheduled to another time or shortened.
- 12.3. Prorated positions may be used to determine a result for the race and/or for any series.
- 12.4. Termination of the race will be advised by radio communications or satellite phone as available.

## **13. Race communications**

- 13.1. Race communications procedures, including VHF radio, HF radio and satellite phones, are detailed in Appendix A: Race Communications.

## **14. Use of trackers for return voyage**

- 14.1. Trackers may be used for the return voyage but must be switched off upon return to the yacht's home club.
- 14.2. It is the skipper's responsibility to ensure that trackers are returned to the ORCV office not later than 10 November 2023.

## **15. Disclaimer of liability**

- 15.1. All those taking part in this race do so at their own risk and responsibility.
- 15.2. 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, volunteers or 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.
- 15.3. 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 theirs alone.

## 16. Crew behaviour

- 16.1. 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>
- 16.2. 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.
- 16.3. No flares of any type are to be fired while the yacht is moored at Devonport. Civil authorities have severe penalties for any offenders. Skippers are reminded that the best way of ensuring that no flares are fired from their yacht is to place them under lock and key.
- 16.4. Skippers are asked to remind crew that open liquor containers in a public street is an offence in Tasmania and will be prosecuted in Devonport. This does not include premises bound by a liquor license or liquor permit.

## 17. Appendices

- 17.1. 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.

Please also note that time penalties have been introduced in respect of certain breaches of the race communications procedures. Refer to 9 Penalty system.

### 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 and satellite phones.
- A1.2. AIS transponders shall be operated in transmit mode with boat name and MMSI identified at all times during the race.
- A1.3. It is mandatory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules. Yachts must report their position when called. A penalty of 10 minutes may be added to the yachts elapsed time for missing a position report and every effort shall be made to communicate (ie via SMS) to TMR or the race director if a position report is not received on time.
- A1.4. Failure to sign on, or an inadequate radio signal, at the Sign-On Schedule shall result in the yacht being scored DNS. Every effort shall be made to communicate to the A penalty of 10 minutes may be added to the yachts time and
- A1.5. Yachts must not give false or misleading position reports.
- A1.6. Yachts must not interfere with the operation of any tracking units.
- A1.7. Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels. ORCV recommends dual channel setup on VHF radios be used to allow Channel 16 monitoring at all times.
- A1.8. Yachts using satellite phones (satphones) for communications must leave them on at all times during the race and monitor and answer them when called.
- A1.9. Every effort shall be made to communicate to the RD director A penalty of 10 minutes may be added to the yachts time and
- A1.10.

### A2 Race Frequency

- A2.1. The following HF frequencies shall be used:

Event	Frequency	Timing
Position Report	6227 kHz, 8294 kHz	0905, 2105

**Note:** Each frequency will be used in simplex mode. Yachts need to check their radios to ensure that each frequency is correctly set up.

A2.2. The following VHF channels may be used:

VHF Channel	Usage
<b>82</b>	Pre-race Communications Race Sign On
<b>12</b>	Shipping Advice Premature Starters
<b>73</b>	Finishing Reports
<b>16</b>	Distress & Calling
<b>67</b>	Working, Maritime Safety Information
<b>68</b>	TMR Broadcast and Reporting Schedule

A2.3. The following telephone numbers may be used:

Number	Usage
<b>0418 396 605</b>	Race Director's Phone Crew changes Satphone Position Schedules

A2.4. The following email address shall be used for any email communications with the race director:

Email	Usage
<b>race.director@orcv.org.au</b>	Race director messages

A2.5. When mobile or Satphone coverage is available, the Race Director may be contacted on the Race Director's Phone. Yachts using a Satphone instead of HF radio will use the Race Director mobile phone number (0418 396 605) for all communications.

A2.6. Yachts must monitor VHF Channel 82 for one hour before the Sign-On Schedule. This channel may be used to notify yachts of changes to HF frequencies and other procedural matters.

## A3 Race Radio Stations

### A3.1. Tas Maritime Radio (Tas Maritime)

- Position Schedules will be broadcast concurrently on **HF 6227, HF 8294, VHF 68**

### A3.2. ORCV (Ocean Racing)

- VHF Sign-On VHF 82 (for Satphone users)
- Pre-race Communications (VHF 82)
- Shipping Advice Broadcast (VHF 12)
- Finishing Reports (VHF 73)

A3.3. If noise levels are too high for good reception, Tas Maritime Radio may delegate the taking of a Position Schedule to a vessel in the fleet or a shore-based radio station such as ORCV. This will normally be done before the schedule starts.

- A3.4. Any other yacht or station nominated by Tas Maritime Radio will provide assistance where necessary.
- A3.5. Changes to race radio stations may be announced following the Sign-On Schedule.

## A4 Crew Changes

- A4.1. Late crew changes shall be notified by calling the ORCV Race Director's mobile phone between 1800 and 2100 on Thursday, 2 November 2023.
- A4.2. 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, PLB number and next of kin details including relationship to crew member, contact address and telephone number.
- A4.3. Note – Crew changes are not able to be updated on the TopYacht Entry system from 48 hours before the start time, changes shall be communicated directly with the Race Director mobile phone.

## A5 Pre – Race Communications

- A5.1. Yachts shall monitor communications on VHF Channel 82 between 1630 and 1700 on Friday 3 November 2023.

## A6 VHF Sign-On Schedule

- A6.1. A sign on schedule will be conducted on VHF Channel 82 by Ocean Racing commencing at 1700 and concluding no later than 1745 on Friday, 3 November 2023.
- A6.2. Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.
- A6.3. Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts must reply

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

- A6.4. Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.
- A6.5. Any yacht failing to respond during this schedule, or having an inadequate VHF signal, shall not be considered a starter in the event and shall be scored DNS.
- A6.6. In case of difficulties, yachts should contact the Start Race Director (Start) on VHF Channel 82.
- A6.7. Any changes to the stations and frequencies used for the Sign-On Schedule will be notified prior to the scheduled start on VHF Channel 82.

## A7 Shipping Advice Broadcast

- A7.1. At 1745, Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A7.2. 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.
- A7.3. Yachts shall revert to VHF Channel 16 when three miles clear of the Heads.

## A8 Premature Starters

- A8.1. Premature starters may be identified on VHF Channel 12.

## A9 VHF/HF Position Schedules

- A9.1. For yachts using HF radios, position reporting schedules will be conducted by Tas Maritime Radio (Tas Maritime) at the following times (Reporting Time) and using the following Frequencies.

Reporting Time	Frequencies	Position Time
0905	HF 6227 & 8294, VHF 68	0845
2105	HF 6227 & 8294, VHF 68	2045

The position reported will be the yacht's position at the times listed in the Position Time column.

- A9.2. Tas Maritime Radio will commence the position schedule by broadcasting the Bass Strait forecast concurrently on all three frequencies. Each yacht shall report her position on the frequency for which the yacht judges reception to be the best. Tas Maritime Radio will then re-broadcast each yacht's position concurrently on all three frequencies for confirmation.
- A9.3. Yachts will report their position in degrees and whole minutes only of Latitude and Longitude.
- A9.4. At the conclusion of the schedule, yachts are encouraged to give safety-related information should the skipper consider it would be to the benefit and safety of the fleet, for example if conditions are severe. If weather conditions are given it is important that the transmission be kept brief and confined to factual information such as wind speed and direction and wave conditions.
- A9.5. At the conclusion of the schedule, Tas Maritime Radio will broadcast the position reports for all yachts who reported positions via satphone.
- A9.6. Schedules will take place on the listed frequencies unless Tas Maritime Radio indicates otherwise. At the end of each schedule, Tas Maritime Radio may confirm the frequency or frequencies to be used for the next reporting schedule.
- A9.7. The first reporting schedule will be at 0845 on Saturday 4th November 2023, continuing thereafter until each yacht has crossed the finish line or otherwise retired and reached a safe harbour. Note that scheduled position reporting is not required after the 60 minutes from finish VHF call to the Race Director.

- A9.8. At the discretion of the Race Director, notice may be given at a Position Schedule to change the arrangement for subsequent Schedules including changing the frequency, radio station or instituting additional reporting requirements.

## A10 Satphone Position Schedules

- A10.1. Yachts using satellite phones will send their position report, as at the Position Time, to the Race Director via SMS message on 0418 396 605 before the Reporting Time given in the following table:

- A10.2. The first Satphone position schedule will be at 0850 on Saturday 4th November 2023.

Reporting Time	Position Time
0850	0845
2050	2045

- A10.3. Yachts will provide their actual position, in degrees and whole minutes only of Latitude and Longitude, at the times given in the Position Time column in the above table.
- A10.4. The SMS message used to report positions will have the following format:

*Pos {Yacht} {SN}, {dd mm ddd mm}*

*where {Yacht} is the yacht's name, {SN} is its sail number and {dd mm ddd mm} is the position.*

- A10.5. Yachts shall monitor VHF channel 68 from the HF Reporting Time in the table above for:
- The full duration of the Schedule if VHF reception is available.
  - At least 10 minutes if VHF reception is not available.
- A10.6. The Race Director will provide reported positions to Tas Maritime Radio who will relay them to the remainder of the fleet, **concurrently on all three frequencies**, at the conclusion of the corresponding radio schedule.

## A11 Finishing Reports

- A11.1. When approximately 60 minutes sailing time from the Finishing Line, yachts shall contact the Race Director, via VHF Channel 73 or SMS, and advise their estimated arrival time.
- A11.2. After the 60-minute report, radios shall be set to VHF Channel 73 and monitored until the yacht has berthed and the Race Declaration has been made.
- A11.3. When 5 minutes from the finish line, a further call shall be made to the Race Director on VHF Channel 73 to indicate the yacht is approaching the finishing line.
- A11.4. Once a yacht has performed the 60-minute report, and this has been acknowledged by the Race Director, the yacht no longer needs to participate in routine reporting schedules.
- A11.5. Yachts shall keep clear of commercial shipping, such as Spirit of Tasmania and Strait Link / Toll, while approaching the finishing line.

## A12 Ad Hoc Communications

- A12.1. Yachts needing to make ad hoc contact with Tas Maritime Radio (Tas Maritime) between schedules should do so using the standard HF calling frequencies listed in the following table.
- A12.2. Yachts needing to make **emergency** contact at any time should call Rescue Co-Ordination Centre Australia (RCC Australia) using the standard HF calling frequencies listed in the following table.

Frequency	RCC	Tas Maritime Radio
2524 kHz	N/A	Any time
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 one of the race frequencies may be required once communications have been established.

## A13 Radio Failure

- A13.1. In the event of an HF radio failure after the start of the race, every effort should be made to contact Ocean Racing, Tas Maritime Radio on VHF Ch. 16 or another yacht by one of the following radio methods:
- Use VHF Channel 16 to contact another yacht in the race and request assistance to relay information.
  - Use the VHF coastal radio network in Victoria (Kordia) or Tasmania (TMR) and request assistance getting a message to the Race Director.
  - Use the VHF repeater network to contact the Volunteer Coast Guard and request assistance getting a message to the Race Director. Make sure the VHF radio is set to the International mode, not US or Canadian modes.
- A13.2. If you are able to receive only, listen at the scheduled times and be prepared to fire a white flare if requested to do so by the radio station to indicate your position.
- A13.3. Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.
- A13.4. Note also that mobile phone coverage exists when near the coastline. For those with appropriate antennas, 3/4G range can cover much of Bass Strait. If attempts to establish contact via VHF prove unsuccessful, it may be possible to contact the Race Director on 0418 396 605 or Tas Maritime Radio on 03 6231 2276.
- A13.5. The reason for failure to report at the routine schedule times for any reason must be recorded on the yacht's Race Declaration (see Appendix E: Race Declaration).

## A14 Yachts Retiring

- A14.1. Should a yacht retire from the race, every effort must be made to advise Tas Maritime Radio, or Coast Radio Hobart 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.
- A14.2. Yachts that retire shall maintain their routine position reporting radio schedules until such time as they reach a safe harbour.
- A14.3. Within two hours of arrival at a safe harbour, contact must be made with Tas Maritime Radio or ORCV (Ocean Racing) by radio or the Race Director's phone to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

## A15 Assistance & Information

### A15.1. Tas Maritime Radio (TMR)

Tas Maritime Radio (TMR) have established a network of multi-frequency base stations around Tasmania and monitors VHF Channel 16 24/7 via these base stations with the ability to switch to other channels for extended interactions.

The TMR base station network is shown in the diagram in A18 Tas Maritime Radio Network.

### A15.2. Marine Radio Victoria

Marine Radio Victoria now monitor emergency channels (16/67) up to 20 nm off the Victorian Coast. Marine Radio Victoria is operated by Kordia.

### A15.3. Repeater Networks

Most of coastal Victoria and is covered by the network of VHF repeater stations as displayed in the Map given as A19.

However it should be noted that these repeaters are not continuously monitored and yachts seeking assistance from shore stations should call Tas Maritime Radio or Marine Radio Victoria on VHF Ch. 16.

### A15.4. Additional Stations

In addition, the following stations may be of assistance:

<b>Coastguard Melbourne</b>	VHF Channels 82 and 22 to 40° South, HF 2524 kHz
<b>Ocean Racing</b>	VHF Channel 16 and 73

### A15.5. Distress (HF)

In the race area, the distress frequencies HF 4125, 6215 and 8291 kHz are monitored by Charleville Radio (VMC) and Tas Maritime Radio (TMR). Any distress call will be handled by the closest station with the best radio reception.

## A15.6. Weather

Tas Maritime Radio provides Tasmanian Coastal Waters forecasts on both HF and VHF using the following frequencies:

<b>HF</b>	4146 & 6227
<b>VHF</b>	Ch 67, 68, 69 (initial call on Ch 16)

Forecast times are 0745, 1345 and 1733 Hrs.

RCC Australia (VMC) provides regular broadcasts of weather as follows:

Period	Frequencies
<b>Day: 0700-1800</b>	HF 4426, 16546 kHz
<b>Night: 1800-0700</b>	HF 2201, 6507 kHz
<b>Anytime</b>	HF 8176, 12365 kHz

Times are local at the Charleville transmitter, i.e. AEST.

Forecast/Warnings	Times (AEST)
Coastal Warnings for QLD, NSW, VIC, TAS and SA & High Seas Warnings for Northern, NE and SE Areas	Every hour commencing 0000 AEST
Coastal Forecasts for Victoria	0130, 0530, 0930, 1330, 1730, 2130
High Seas Forecasts for South Eastern Area	0030, 0430, 0830, 1230, 1630, 2030

Navigation Maritime Safety Information notices are broadcast at 25 past each hour.

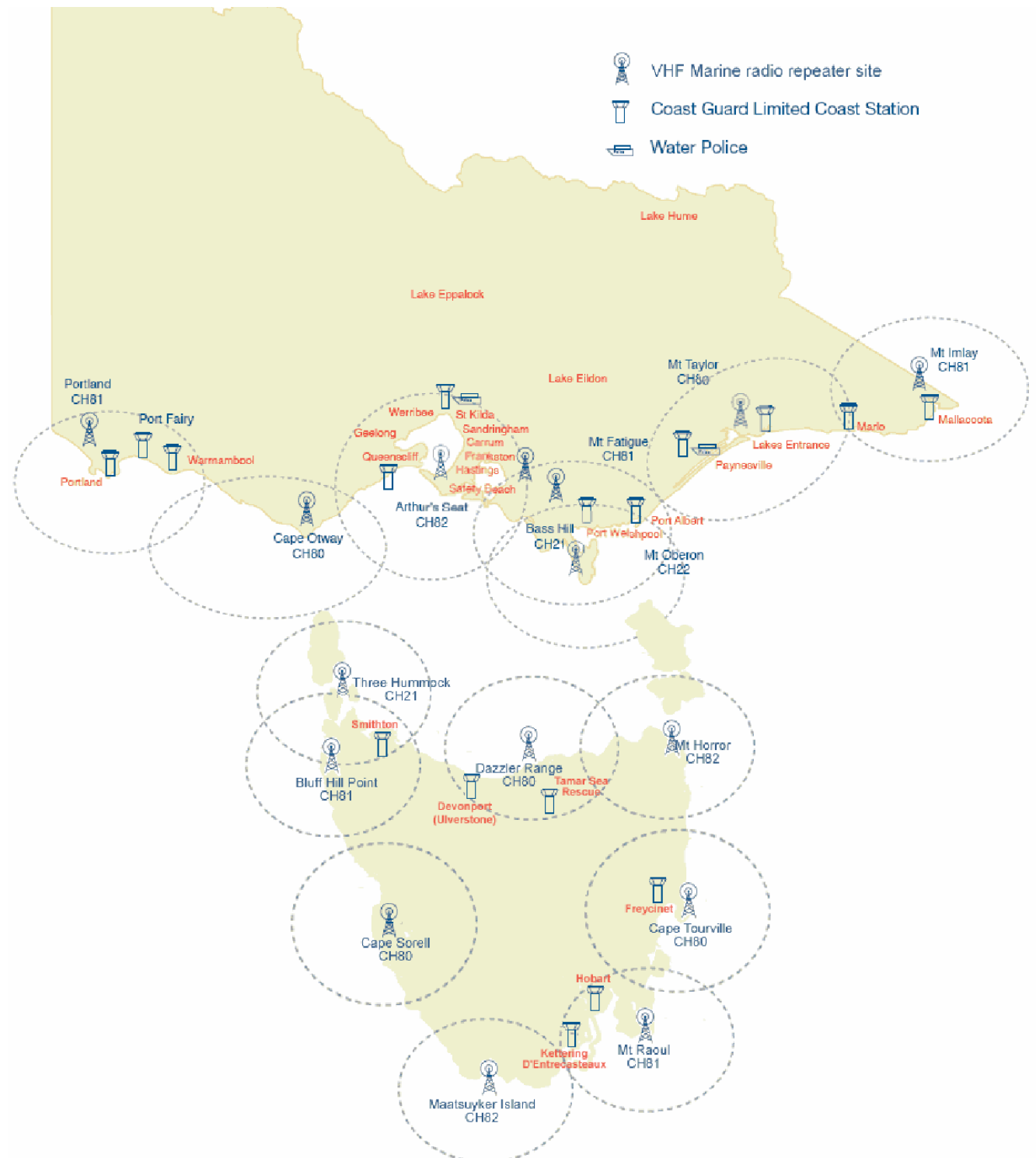
For more information and a complete schedule see [www.bom.gov.au](http://www.bom.gov.au).



### A16 Summary

Date	Time	Action	Channel	Station
<b>2 November</b>	1800-2100	Crew Changes	<b>0418 396 605</b>	Race Director
<b>3 November</b>	1630-1700	Monitor	<b>VHF Channel 82</b>	Ocean Racing
<b>3 November</b>	1700-1745	Sign-On Schedule	<b>VHF Channel 82</b>	Ocean Racing
<b>3 November</b>	1745	Shipping Advice	<b>VHF Channel 12</b>	Ocean Racing
<b>3 November</b>	1755-1800	Starting Sequence	<b>VHF Channel 12</b>	Ocean Racing
<b>3 November</b>	1800	Individual recalls may be notified	<b>VHF Channel 12</b>	Ocean Racing
<b>4 November</b>	0845 0905	Position Schedule (SP) Position Schedule (HF)	<b>0418 396 605</b> <b>HF or VHF</b>	Race Director Tas Maritime
<b>4 November</b>	2045 2105	Position Schedule (SP) Position Schedule (HF)	<b>0418 396 605</b> <b>HF or VHF</b>	Race Director Tas Maritime
<b>Thereafter every day in this cycle</b>	Times may be altered by Radio Stations if necessary	Position Schedule (SP) Position Schedule (HF)	<b>0418 396 605</b> <b>HF or VHF</b>	Race Director Tas Maritime
<b>60 minutes before finish</b>		Finishing Report	<b>VHF Channel 73</b> <b>0418 396 605</b>	Ocean Racing
<b>Approaching finish line approx. 5 minutes from finishing</b>		Finishing Report	<b>VHF Channel 73</b>	Ocean Racing

## A17 Repeater Network



## Appendix B: Start

This appendix contains information about the starting line and the starting process.

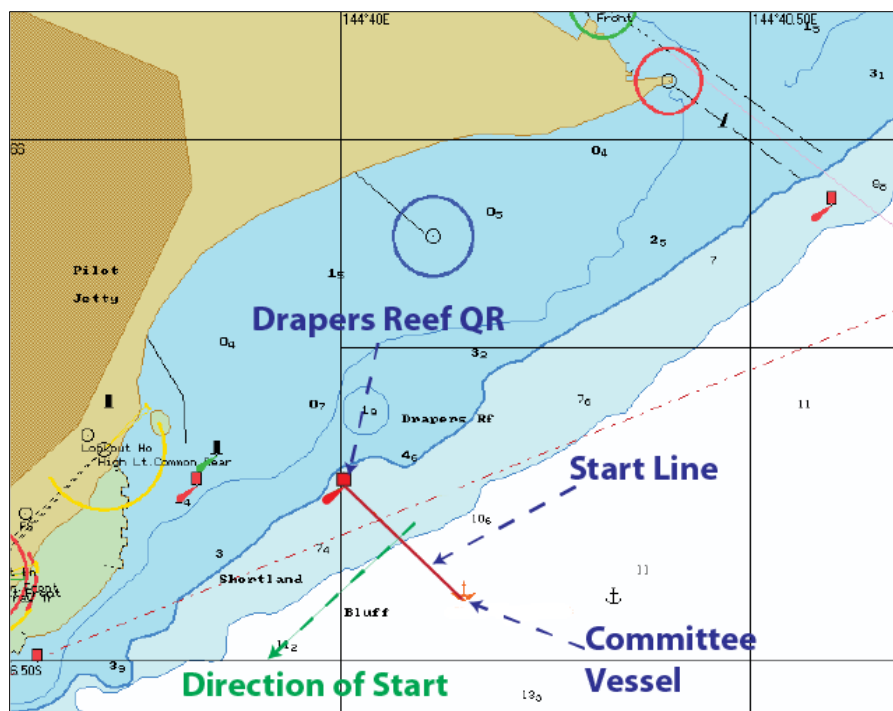
Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

### B1 Start Time

- B1.1. The start time will be 1800 on Friday, 3 November 2023 in the vicinity of Drapers Reef, Queenscliff unless noted otherwise. The Race Director may, at their discretion, postpone to another time and/or move the start to the Alternative Starting Line.
- B1.2. Yachts may elect to start at any time up to 12 hours after the start signal. Yachts intending to take this option shall respond when called at the Sign-On Schedule and state their intentions. They shall subsequently respond to all Position Schedules in accordance with the provisions of the Sailing Instructions.

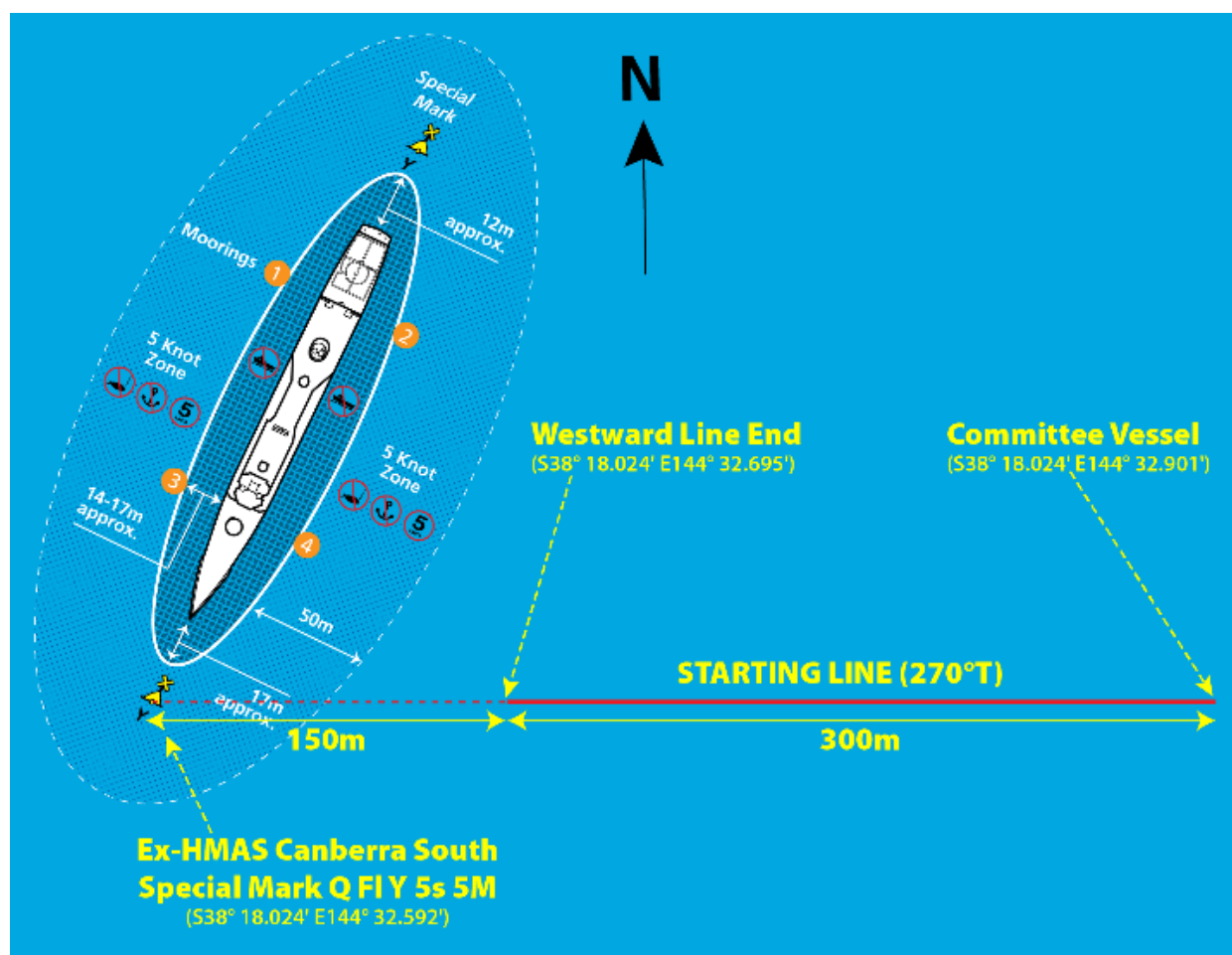
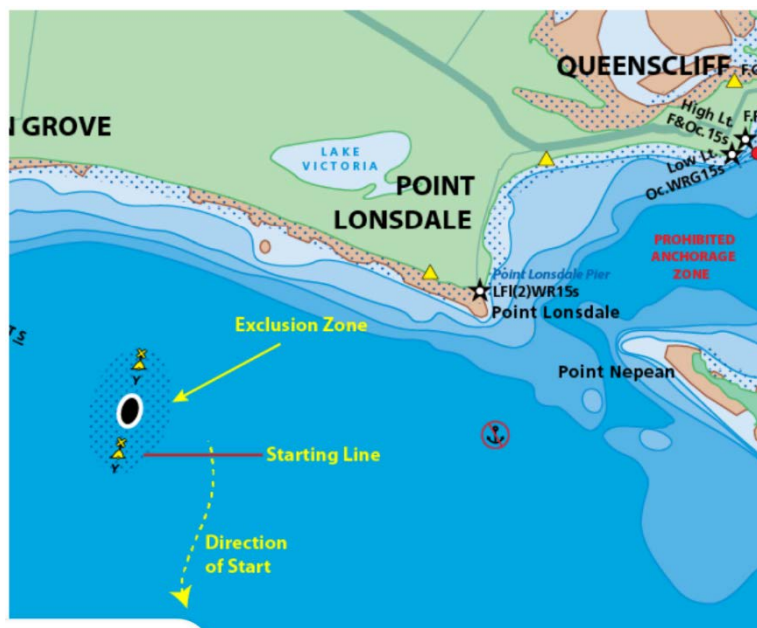
### B2 Starting Line

- 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.

<b>5 Minutes before start</b>	Warning Signal (white flare)
<b>Start</b>	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. This amends RRS 29.2.

## B5 Postponements

- B5.1. A postponement may apply if a Bureau of Meteorology Gale or Storm Warning is forecast for any part of the course.
- 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).
- B5.3. Between 1630 and 1700 any race postponement may be announced on VHF Channel 82.
- B5.4. After 1700 any race postponement will be announced during the Sign-On Schedule or, from 1745, on VHF Channel 12.
- B5.5. Clauses B5.3 and B5.4 amend RRS 27.3.

## Appendix C: Course

This appendix describes the course and how it is to be sailed. The diagrams should not be used for navigation and the positions shown may vary on the day.

### C1 Course

- From the starting line,
- Pass the virtual mark ORCVA to Port.
- Keep clear of the Heads Exit Exclusion Zone, as described in C2 Heads Exit Exclusion Zone, to Port.
- Keep clear of the Pilot Boarding Ground Exclusion Zone, as described in C3 Pilot Boarding Ground Exclusion Zone.
- Thence to the finishing line at Devonport.

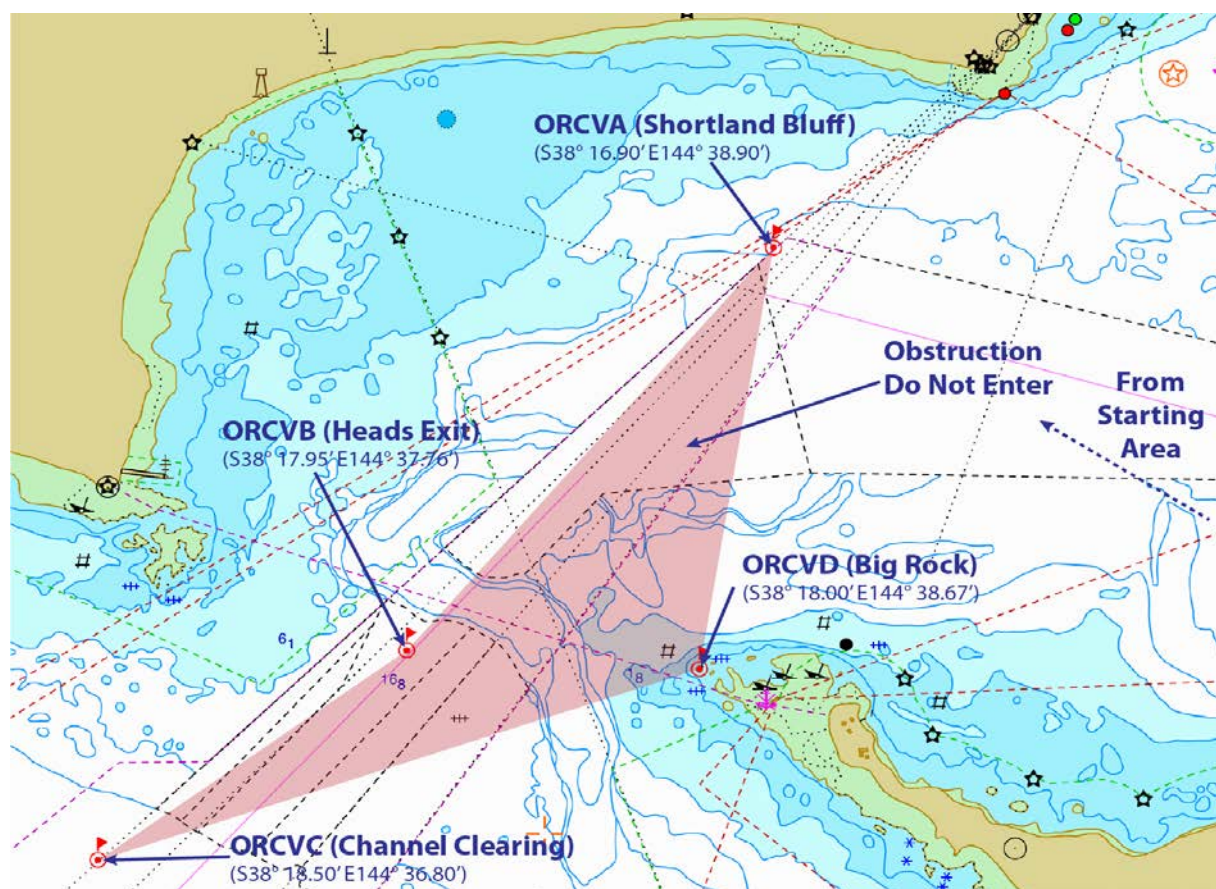
### C2 Heads Exit Exclusion Zone

- C2.1. Yachts are required to keep out of the main channels in the Heads and to avoid obstructing shipping.
- C2.2. The area shown in the diagram below and bounded by the following locations given in the Table is an obstruction.

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

- C2.3. Yachts that sail within the bounds of this obstruction shall receive a 10% penalty to their elapsed time without a hearing. This alters RRS 63.1.
- C2.4. 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 provisions in this appendix. This photograph shall be submitted to the Race Director on request.





### C3 Pilot Boarding Ground Exclusion Zone

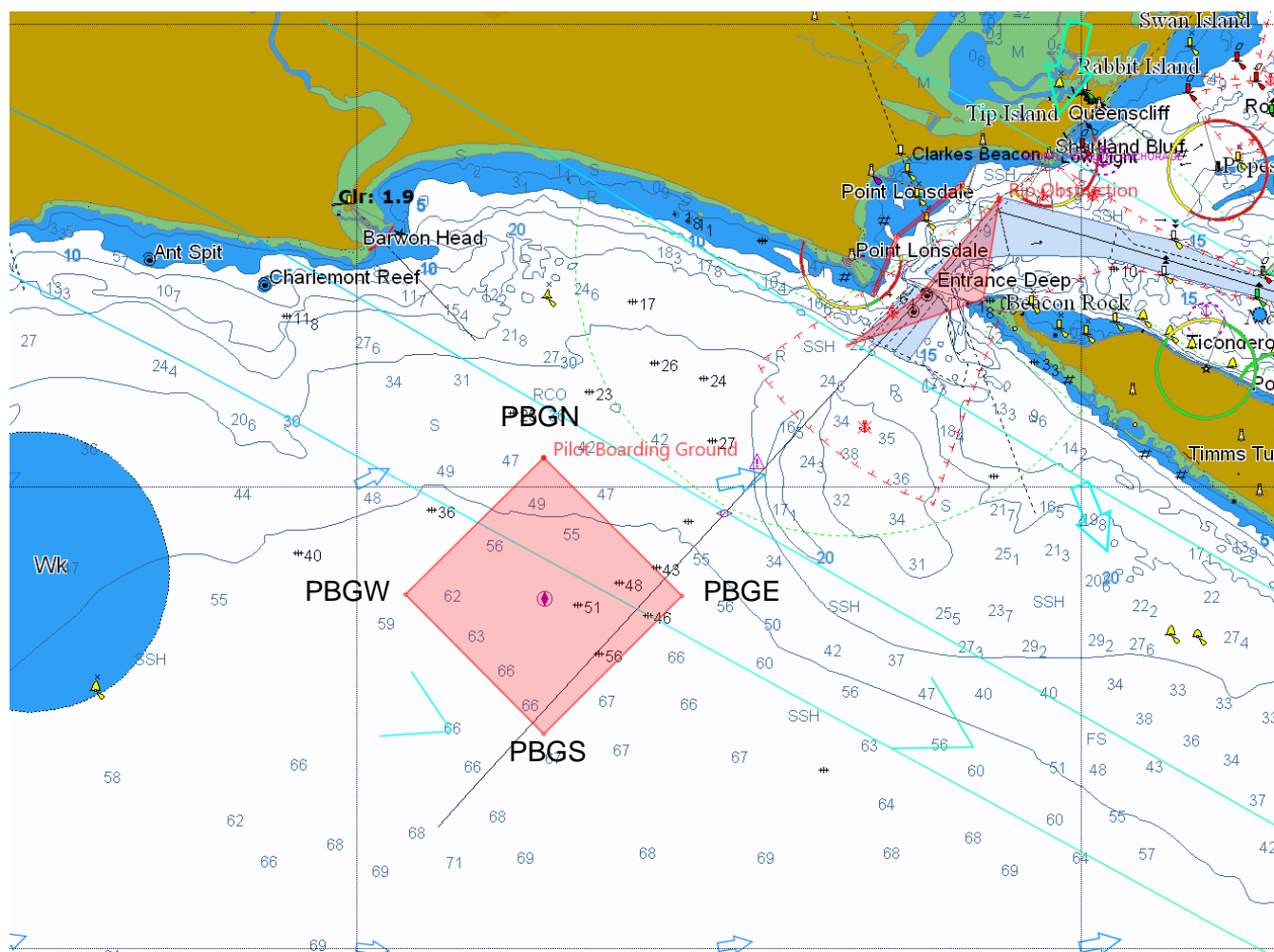
- C3.1. Yachts are required to keep clear of the Pilot Boarding Ground outside the Port Phillip Heads to avoid obstructing the pilot boats and shipping.
- C3.2. The area is bounded by the following locations, also shown in the diagram below:

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

- C3.3. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 9.
- C3.4. Yachts are required to record their track around the Pilot Boarding Ground Exclusion Zone using their chart plotter or similar device, and to take a photograph of this track to demonstrate



compliance with the Pilot Boarding Ground Exclusion Zone. This photograph shall be submitted to the Race Director if requested.



## Appendix D: Finish

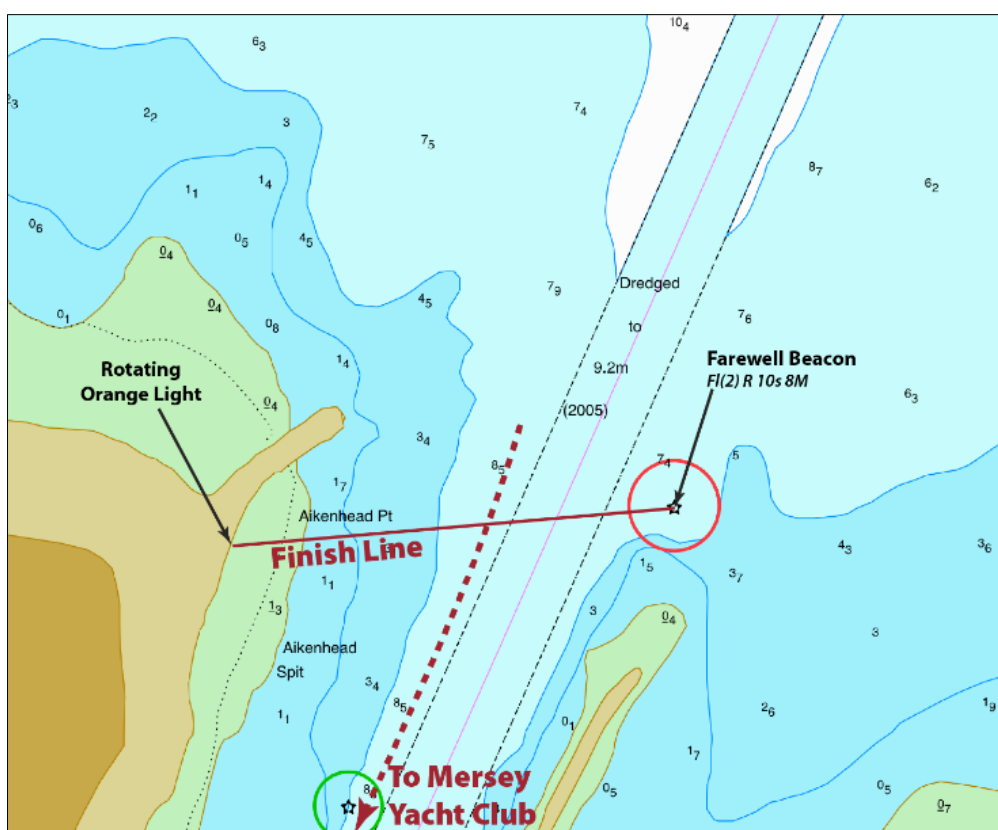
This appendix describes the Finishing Line and the post finishing procedures. Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

### D1 Reporting

Yachts approaching the finish line are required to report their position as described in A12 Finishing Reports and to monitor CHF Channels 73 and 16 continuously after their 60 Minute Report. Another call to the race director shall be made approximately 5 minutes before the finish.

### D2 Finishing Line

- D2.1. The finishing line shall be an imaginary line approximately 400m long at the mouth of the Mersey River between the Farewell Beacon (Fl(2) R 10s 8M) at S41° 09.957' E146° 22.229' on the Eastern side of the river mouth and a rotating orange/yellow light at the inner end of the breakwater on the Western side of the river mouth.
- D2.2. Note: Commercial shipping in the channel takes priority. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) while in the Mersey River.
- D2.3. Yachts shall finish by passing through the finishing line in a direction from North to South.



## **D3 Finishing Process**

- D3.1. Yachts finishing at night are required to illuminate their sail numbers or turn on their spreader lights when approaching the finishing line. The race committee may request further aids to identification as yachts approach the line.
- D3.2. Unless circumstances prevent it, the finishing times of all yachts will be taken by the race committee at the finish but as a back-up, skippers are requested to record their own finishing GPS times, accurate to 1 second, and to inform the race committee of this time if requested.

## **D4 Declarations**

- D4.1. Each yacht is required to lodge a declaration on the form provided in Appendix E: Race Declaration with a member of the race director within 12 hours of the yacht finishing the race. Failure to comply may be taken to mean that the yacht has retired from the race.
- D4.2. Declarations shall be sent by email or SMS as a photograph or PDF to the Race Director.
- D4.3. If a skipper is uncertain as to whether a rule has been breached, he or she should report the circumstances on the rear of this declaration form.
- D4.4. Any yacht proceeding directly to another port after finishing the race shall send their declaration to the Race Director by email or SMS as described above within one hour of finishing and advise its intentions at this time.

## **D5 Arrival Information**

- D5.1. On arrival and after finishing, yachts should proceed up the Mersey River and through the port area to reach the Mersey Yacht Club, as shown in the annotated charts under the heading “Mersey Yacht Club Access” below.
- D5.2. The Mersey Yacht Club may have a guide boat on the water to lead yachts from the finishing line up to the club. It is imperative that all yachts follow the guide boat crew’s orders when following from the finish to MYC as the channels may have shifted and the existing markers could be misleading.
- D5.3. Yachts shall keep clear of commercial shipping, such as Spirit of Tasmania and Strait Link / Toll, while travelling up the Mersey River.


## **D6 Mooring Facilities**


- D6.1. Yachts will be able to moor rafting up on the courtesy berth in front of the club or, in the case of larger boats in the Main Marina.
- D6.2. Boats should have no difficulty getting up to the club, but some deep draught yachts may need to wait for the tide if arriving at low water. The MYC guide boat will be able to provide advice on VHF 73.
- D6.3. Club members will direct all boats to an appropriate berth to moor and assist with lines.

## D7 Presentation


- D7.1. Results will be announced at Mersey Yacht Club on Sunday 5 November 2023 or as advised at Devonport by SMS to skippers.

## D8 Tides

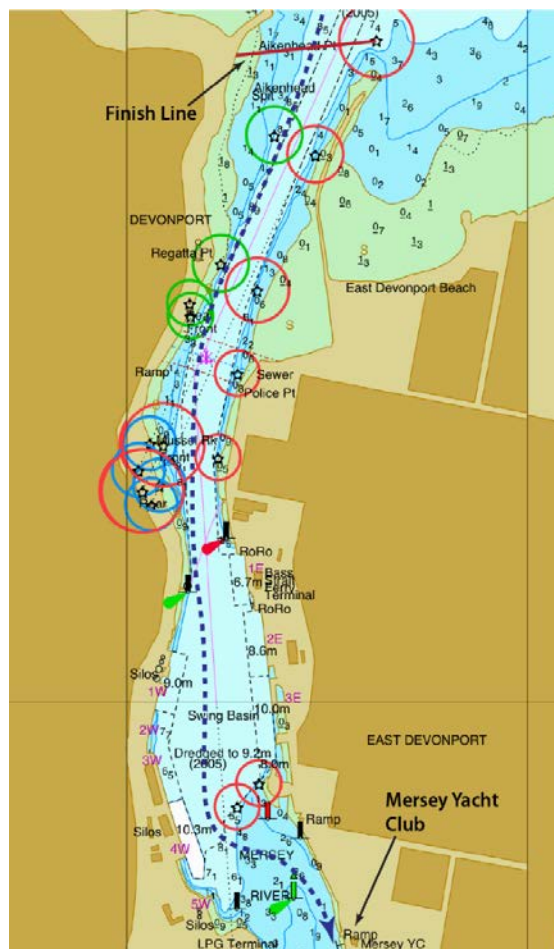
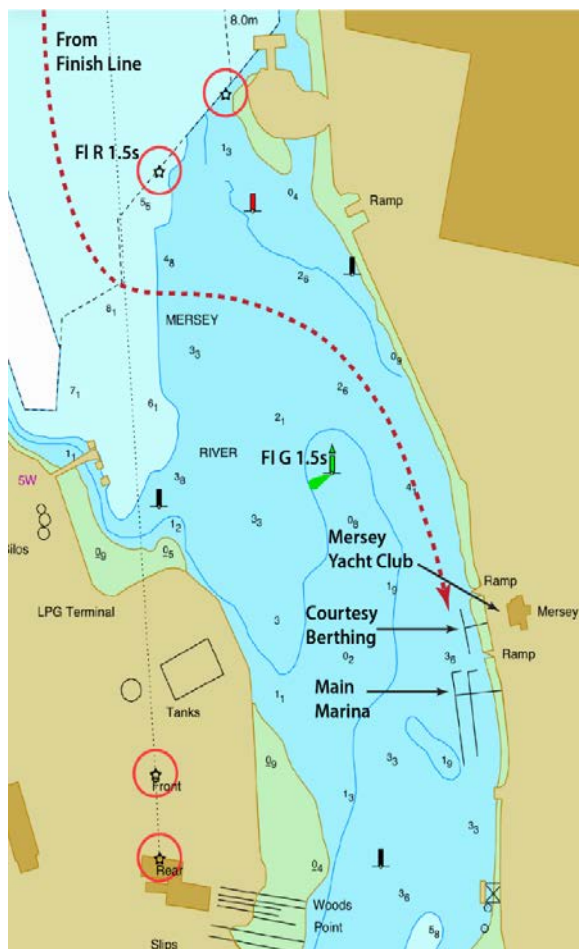

The Rip, VIC – October / November 2023


PRINT TABLE

Please note: The predictions are in daylight saving time when it is observed.

TUE 31 OCT			WED 1 NOV			THU 2 NOV			FRI 3 NOV			SAT 4 NOV			 SUN 5 NOV	MON 6 NOV		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	
	1:44 am	+4.68		2:27 am	+4.81	12:27 am	3:09 am	+4.77	1:07 am	3:47 am	+4.63	1:45 am	4:26 am	+4.42	2:21 am	5:02 am	+4.18	
5:36 am	8:10 am	-4.67	6:23 am	8:57 am	-4.76	7:06 am	9:37 am	-4.75	7:45 am	10:16 am	-4.67	8:23 am	10:53 am	-4.52	9:00 am	11:31 am	-4.32	
11:43 am	2:23 pm	+3.47	12:27 pm	3:06 pm	+3.48	1:06 pm	3:44 pm	+3.43	1:43 pm	4:19 pm	+3.34	2:19 pm	4:52 pm	+3.19	2:55 pm	5:27 pm	+2.98	
4:43 pm	7:35 pm	-6.21	5:25 pm	8:16 pm	-6.32	6:05 pm	8:57 pm	-6.20	6:45 pm	9:37 pm	-5.89	7:25 pm	10:19 pm	-5.45	8:05 pm	11:01 pm	-4.94	
11:45 pm																		

## D9 Mersey Yacht Club Access



## Appendix E: Race Declaration

### Declaration

I, \_\_\_\_\_ *[Person in charge]*, being in charge of the yacht  
 \_\_\_\_\_ *[Yacht name]* have adhered to the rules and conditions of the 2023  
 Melbourne to Devonport Rudder Cup Yacht Race and have noted any required declarations on the rear  
 of this form.

☐ 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.

<b>Signed:</b>	
<b>Date:</b>	

### Return Voyage

Details of the planned return voyage are:

<b>Expected date/time of departure:</b>		
<b>Destination:</b>		
<b>Expected date/time of arrival:</b>		
<b>Shore based contact who'll be aware of crew changes, next of kin and voyage progress:</b>	Name:	
	Telephone:	
<b>Shore Radio Station with which the yacht will maintain position schedules:</b> <i>Note: Returning yachts are required to maintain position schedules until they have re-entered Port Phillip</i>		
<b>Same crew as for race:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below	

The skipper shall SMS the race director once safely inside the Port Phillips heads.

Expected crew changes for the return voyage (additions, deletions):

Name	Role(s) or "Deleted"	Next of Kin (for additions)	Phone Number(s)

*I note that the ORCV recommends that at least 50% of the crew have completed a similar voyage.*

Any changes to return crew or sailing plan after handing in this form must be reported to ORCV on 0418 396 605.

<b>Signed</b>	
<b>Person in Charge</b>	
<b>Date</b>	