

## SAILING INSTRUCTIONS

# 2018 MELBOURNE TO STANLEY YACHT RACE



**STANLEY**  
ORCV OCEAN RACE

Version 1.10 Final

# AMENDMENTS

Number	Instructions Changed	Summary of Amendment
#1 (V1.10)	D2.1	Changed location of shallow water from West to East. Replaced the diagram to highlight the location of the shallow water.

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# SAILING INSTRUCTIONS

THE 2018 MELBOURNE TO STANLEY 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. THIS RACE IS A QUALIFYING RACE FOR THE 2018 MELBOURNE TO HOBART YACHT RACE AND THE 2018 SYDNEY TO HOBART YACHT RACE.

## 1. RULES

- 1.1. The rules for the race shall be:
- the 2017 – 2020 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 applicable, the rules and regulations of the Australian Measurement System (AMS) and the IRC Rule Parts A, B and C;
  - the Notice of Race,
- except as amended by these Sailing Instructions.
- 1.2. All times in these Sailing Instructions are 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: 0613
  - Sunset: 1957

## 2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the club website [www.orcv.org.au](http://www.orcv.org.au).
- 2.2. Any alterations to these instructions will be announced at the end of the Sign On Schedule or the Shipping Advice Broadcast.
- 2.3. Any change to these Sailing Instructions may also be posted on the club website.

## 3. THE START

The start is as described in *Appendix B Start*.

## 4. THE COURSE

The course is as described in *Appendix C Course*.

## 5. THE FINISH

The finish is as described in *Appendix D Finish*.

## 6. PROTESTS & REQUESTS FOR REDRESS

- 6.1. Protests or requests for redress are to be lodged with an official of the ORCV or the ORCV office no later than 1200 on Wednesday, 7 November 2018.
- 6.2. Yachts intending to protest or request redress must inform the Race Director in person or by radio giving any details as may be known at the time with their declarations, on the form or by radio.
- 6.3. Protests or requests for redress will be heard at a time and place 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 on Wednesday, 7 November 2018.
- 6.5. The protest committee shall not be entitled to abandon the race as a consideration for redress (This 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) 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.

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

## 8. YACHTS RETIRING

Yachts retiring shall inform the race committee as described in *A14 Yachts Retiring*.

## 9. SAFETY REGULATIONS

- 9.1. The Safety Category and regulations are as set out in the Notice of Race.
- 9.2. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.
- 9.3. 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 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.
- 9.4. 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.
- 9.5. 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.
- 9.6. 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 deemed to have impeded the progress of a commercial vessel will be disqualified.
- 9.7. The ORCV strongly recommends that safety harnesses and suitable personal flotation devices be worn whenever conditions

warrant, particularly in rough weather, at night or when sailing short-handed.

- 9.8. In particular, attention is drawn to Victorian regulations which stipulate the mandatory wearing of PFDs when on deck during times of heightened risk. This includes crossing a bar, transiting the Heads (classified as a bar), 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](http://www.transportsafety.vic.gov.au)).
- 9.9. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.
- 9.10. The Race Director may, at his absolute discretion, disqualify a yacht from participating or continuing to participate in the race if he believes that it is unsafe for that yacht to commence or continue to race.
- 9.11. A Return Voyage Plan is included as part of the Declaration in *Appendix E Race Declaration*.

## 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 organising authority may deem the race to be abandoned, rescheduled at another time or shortened.
- 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 communications or satellite phone as available.

## 11. RACE COMMUNICATIONS

Race communications procedures, including HF radio and satellite phones, 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 4 "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. Skippers are reminded that crew behaviour is their responsibility at all times, including post-race celebrations.

- 13.2. No flares of any type are to be fired while the yacht is moored at Stanley. 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.

- 13.3. Skippers are asked to remind crew that open liquor containers in a public street is an offence in Tasmania and will be prosecuted in Stanley. This does not include premises bound by a liquor license or liquor permit.

## **14. APPENDICES**

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 telephones.
- A1.2 It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules.
- A1.3 Failure to sign on at the Sign-On Schedule shall result in the yacht being scored DNS.
- A1.4 Yachts must not give false or misleading position reports.
- A1.5 Yachts must not interfere with operation of any tracking units.

## A2 RACE FREQUENCY

### A2.1 HF/MF Frequencies

The following frequencies may be used:

	Primary	Secondary	Schedules
Day	12305 kHz	8210 kHz	1205, 1705
Night	6218 kHz	8210 kHz	0705, 0005

Note: each frequency will be used in simplex mode. Yachts need to check their radios to ensure this is correctly set as the normal usage for HF 6218, 8210 & 12305 kHz is duplex.

Communication is expected to be on the Primary Race Frequency. However, if conditions are poor, yachts may be instructed to switch to the Secondary Race Frequency.

If a yacht cannot hear or be heard on a Primary Race Frequency, they should switch to the Secondary Race Frequency and wait to be contacted (usually after the schedule in progress). If not contacted or communication still not possible, proceed as for HF radio failure (see A13 Radio Failure).

### A2.2 VHF Channels

The following VHF channels may be used:

Channel	Usage
82	Pre-race Communications

Channel	Usage
12	Shipping Advice Premature Starters
73	Finishing Schedules
16	Distress & Calling
67	Working, MSI

### A2.3 Mobile Phone Numbers

The following telephone numbers may be used:

Number	Usage
0418 396 605	Race Director's Phone Crew changes
0418 396 465	Satphone Position Schedules
02 6151 6688	Kordia Phone Organise radio checks

### A2.4 Email Addresses

The following email addresses may be used:

Email Address	Usage
race.director@orcv.org.au	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 satphones instead of HF radio will use the Race Director mobile phone number for all communications.

A2.6 Kordia may be contacted on 02 6151 6688 for radio checks and other radio related issues.

A2.7 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

A2.8 Yachts are required to monitor VHF Channel 82 for one hour before the sign on schedule, at 0035. This channel may be used to notify yachts of changes to HF frequencies and other procedural matters.

## A3 RACE RADIO STATIONS

### A3.1 Kordia (Charleville Radio)

- Sign-On Schedule



- Position Schedules

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

- Pre-race Communications
- Shipping Advice Broadcast
- Finishing Schedules
- Post Finish Instructions

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

A3.4 Any other yacht or station nominated by Kordia 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 telephone between 1800 and 2000 on Friday, 2 November 2018.

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.

## A5 HF SIGN ON SCHEDULE

A5.1 For yachts using HF radio, a sign on schedule will be conducted on the Night Race Frequency by Kordia (*Charleville Radio*) commencing at 0135 and concluding no later than 0245 on Saturday, 3 November 2018.

A5.2 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.

A5.3 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*".

A5.4 Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.

A5.5 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.

A5.6 In case of difficulties, yachts should contact the Race Director via an SMS text message. The SMS facilities of the yacht's tracker may be used for this purpose.

A5.7 Any changes to the stations and frequencies used for the Sign-On Schedule will be notified prior to the schedule start on VHF Channel 82.

## A6 SATPHONE SIGN ON SCHEDULE

A6.1 Yachts using satellite phones will sign on by SMS message or by calling the Race Director on 0418 396 605 to confirm they are a starter, the number of persons on board and that they comply with the Notice of Race.

A6.2 The SMS message should be formatted as one of the following:

- *[yacht] starter, [99] pob, complies*
- *[yacht] not starter*

A6.3 SMS messages and sign on satellite phone calls must be sent between 0135 and 0245 on Saturday, 3 November 2018. These will be acknowledged.

A6.4 Any changes to the Sailing Instructions and changes to yacht handicaps will be sent by SMS message.

## A7 SHIPPING ADVICE BROADCAST

At 0245, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

A7.1 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.

A7.2 Yachts should revert to the Race Frequency and VHF Channel 16 when three miles clear of the Heads.

## A8 PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

## A9 HF POSITION SCHEDULES

For yachts using HF radios, position reporting schedules will be conducted by Kordia (*Charleville Radio*) at the following times and using the following frequency groups:

Time (AEDT)	Frequency Group
0705	Night Race Frequency
1205	Day Race Frequency
1705	Day Race Frequency
0005	Night Race Frequency

- A9.1 Schedules will take place on the Primary frequencies unless Kordia indicates otherwise. At the end of each schedule, Kordia may confirm the frequency to be used for the next schedule.
- A9.2 The first schedule will be at 0705 on Saturday, 3 November 2018. Schedules will continue until each yacht has crossed the finish line or otherwise retired and reached a safe harbour.
- A9.3 It is mandatory that all yachts participate in each Position Schedule while racing and report their position when called.
- A9.4 Yachts will be called on to give their position at the times listed for the schedule. The position reported shall be the yacht's position in degrees and whole minutes only of Latitude and Longitude as at the hour prior to the commencement of the schedule.
- A9.5 Yachts must not give false or misleading position reports.
- A9.6 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 as brief as possible and give factual information such as wind speed and direction and wave conditions.
- A9.7 At the discretion of the race organisers, 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 SMS message the Race Director on 0418 396 465 between 15 and 10 minutes prior to each of the scheduled reporting times listed above.
- A10.2 Yachts will provide their actual position as at 15 minutes before the schedule time and their estimated position for the hour just before the schedule time.
- A10.3 The Race Director will provide any such reported positions to Charleville Radio who

will relay them to the remainder of the fleet at the conclusion of the corresponding radio schedule.

## A11 FINISHING SCHEDULES

- A11.1 When approximately 30 minutes sailing time from the finishing line, yachts must send an SMS on 0418 396 605 to the Race Director informing them of their estimated arrival time.
- A11.2 After the 30-minute SMS, radios should be left on VHF Channel 73 and monitored until the yacht has berthed or the Race Declaration made.
- A11.3 When 5 minutes from the finish line, a further call must be made on VHF Channel 73 to indicate the yacht is approaching the finishing line.
- A11.4 In addition to the above, yachts must maintain their routine radio schedules until they have crossed the finish line.

## A12 AD HOC COMMUNICATIONS

Yachts needing to make contact with Kordia (*Charleville Radio*) between schedules should do so using the standard HF calling frequencies as follows:

Frequency	Period
4125 kHz	Night
6215 kHz	Day or Night
8291 kHz	Day
12290 kHz	Day

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 Kordia, Ocean Racing, Smithton Radio or another yacht by one of the following 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 International, not US or Canadian, frequencies.
- Try VHF Channel 21 via the repeater station on Three Hummocks Island. This is the preferred VHF frequency for Western Bass Strait south of 39° South and Smithton Radio can be reached through it.
- Try VHF Channel 80 to reach the repeater on Dazzler Range which may be accessible.

A13.2 ORCV (*Ocean Racing*) in Stanley will also monitor VHF Channels 73, 21 and 80.

A13.3 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.

A13.4 Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.

A13.5 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.

A13.6 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 Kordia (Charleville Radio), Smithton 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 Kordia (*Charleville 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 Difficulty (VHF)

#### Tas Maritime Radio (TMR)

Tas Maritime Radio (TMR) have established a network of multi-frequency base stations around Tasmania and monitors VHF Channel 16 via these base stations with the ability to switch to other channels for extended interactions. TMR operate between 0700 and 1900 all year round. Outside of these hours, they hand over to TasPorts Security.

With the co-operation of Mary Kay at Smithton Radio, they can also access the Three Hummock Island base station which is included in the network.

The TMR base station network is shown the diagram in *A17 Tas Maritime Radio Network*.

#### 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.

#### Repeater Network

A number of VHF Repeaters are also available in the race area as shown in the following table:

Location	VHF	Monitored By
Bluff Hill Point	81	Smithton Radio (CG Smithton)
Dazzler Range	80	Tamar Sea Rescue (CG Tamar)
Mount Horror	82	Tamar Sea Rescue (CG Tamar) St Helens Marine Rescue
Three Hummock Island	21	Smithton Radio (CG Smithton) Burnie Radio

The Victorian and Tasmanian repeaters are shown in the map in *A18 Repeater Network*. It should be noted that these repeaters are not continuously monitored.

#### Additional Stations

In addition, the following stations may be of assistance:

- Coastguard Melbourne - VHF Channels 82 and 22 to 40° South, HF 2524 kHz
- Smithton Radio - VHF Channel 21, HF 4483 kHz
- Ocean Racing – VHF Channel 16 and 73, HF 4483 kHz
- Tamar Sea Rescue – VHF Channel 16, 21, 73 and 80

#### A15.2 Distress (HF)

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

#### A15.3 Weather

Regular broadcasts of weather forecasts are made by Charleville Radio (VMC) as follows:

Period	Frequencies
Day: 0700-1800	HF 4426, 16546 kHz

Period	Frequencies
Night: 1800-0700	HF 2201, 6507 kHz
Anytime	HF 8176, 12365 kHz

Times are local at the 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.

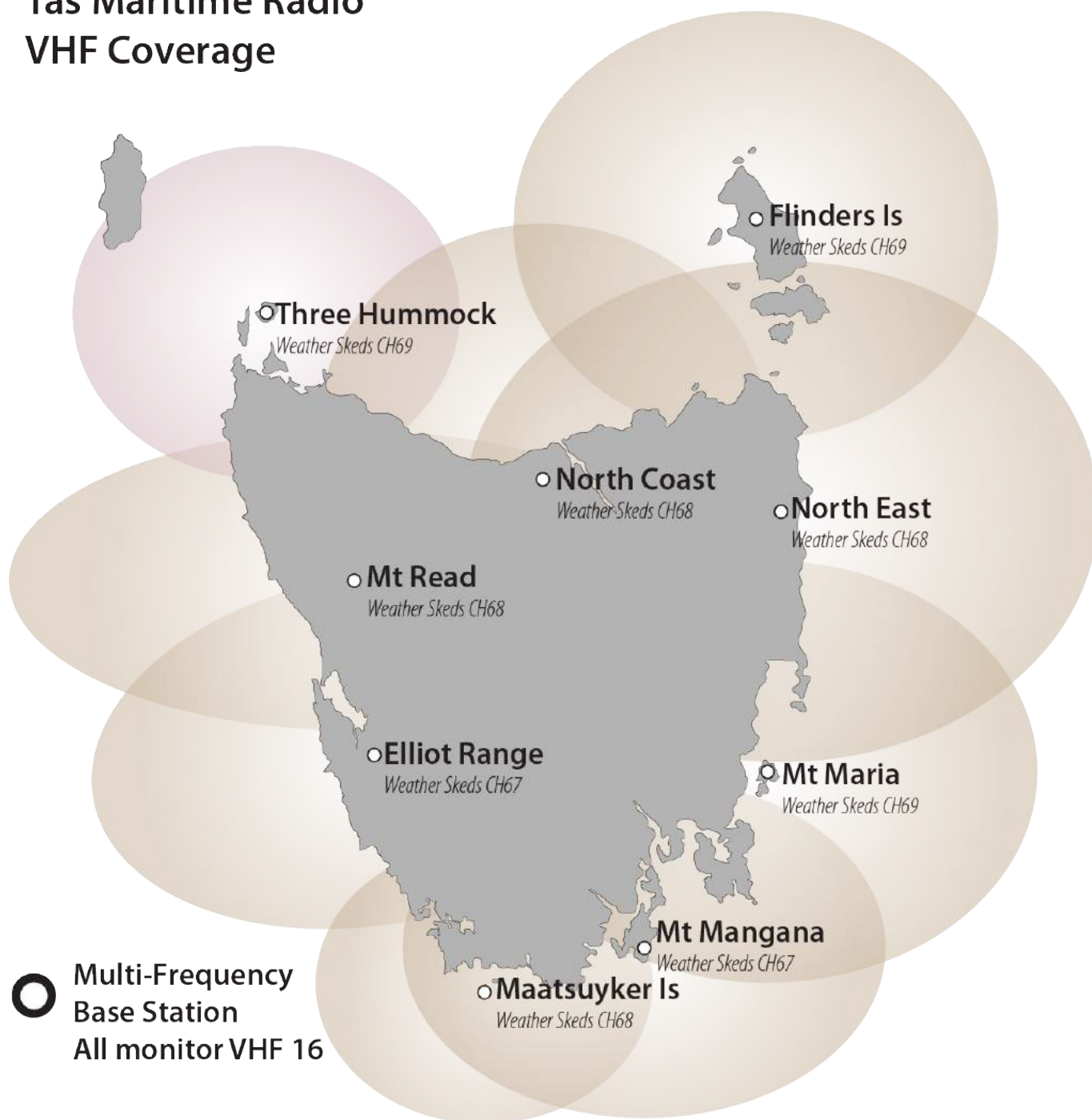
For more information and a complete schedule see [www.bom.gov.au](http://www.bom.gov.au).

## A16 SUMMARY

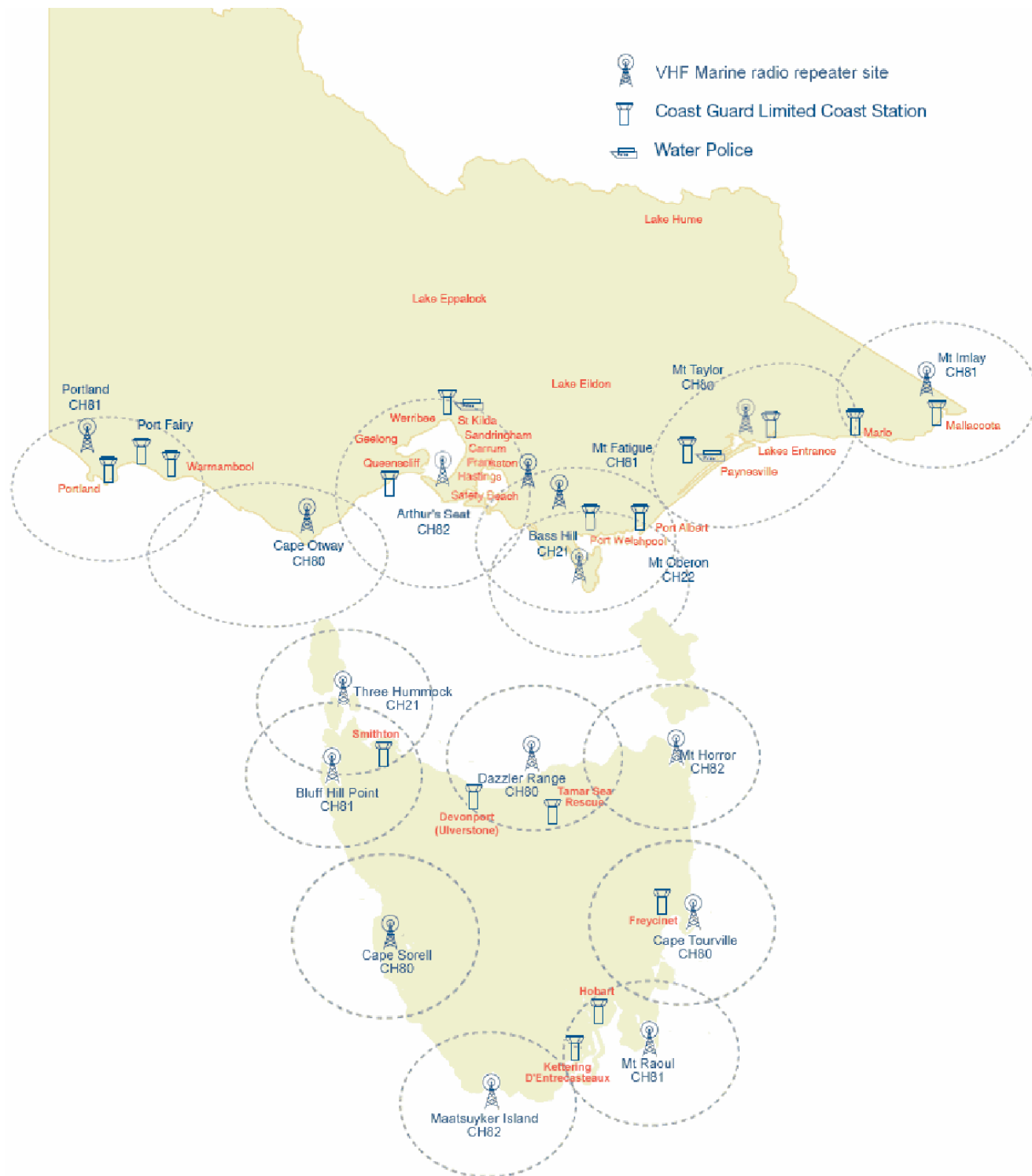
Date	Time	Action	Channel	Station
2 November	1800-2000	Crew Changes	T:0418 396 605	Race Director
3 November	0035-0135	Monitor	VHF Channel 82	Ocean Racing
3 November	0135-0245	Sign-On Schedule	HF 6218 kHz	Charleville Radio
3 November	0245	Shipping Advice	VHF Channel 12	Ocean Racing
3 November	0255-0300	Starting Sequence	VHF Channel 12	Ocean Racing
3 November	0300	Individual recalls may be notified	VHF Channel 12	Ocean Racing
3 November	0650 0705	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Night Frequency	Race Director Charleville Radio
3 November	1150 1205	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Day Frequency	Race Director Charleville Radio
3 November	1650 1705	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Day Frequency	Race Director Charleville Radio
3 November 4 November	2350 0005	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Night Frequency	Race Director Charleville Radio
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Race Frequency	Race Director Charleville Radio
15 minutes before finish		Finishing Schedule	VHF Channel 73 0418 396 465	Ocean Racing
Approaching finish line		Finishing Schedule	VHF Channel 73	Ocean Racing

## A17 TAS MARITIME RADIO NETWORK

### Tas Maritime Radio VHF Coverage



## A18 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

The start time will be 0300 on Saturday, 3 November 2018 in the vicinity of Drapers Reef, Queenscliff always allowing the Race Committee, at their discretion, to postpone to another time.

## 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 yacht or a buoy with a rotating blue light approximately 300 metres to the south east as shown in the diagram below.
- B2.2 In the event of rough weather or other unforeseen difficulties, the yacht 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 and the Draper's Reef Light, this line running almost east to west to a distance not exceeding 400 metres.

## B3 START PROCESS

- B3.1 Races will be started in accordance with RRS 26, except that flares will be used in lieu of sound signals.

0255 Preparatory Signal, White flare

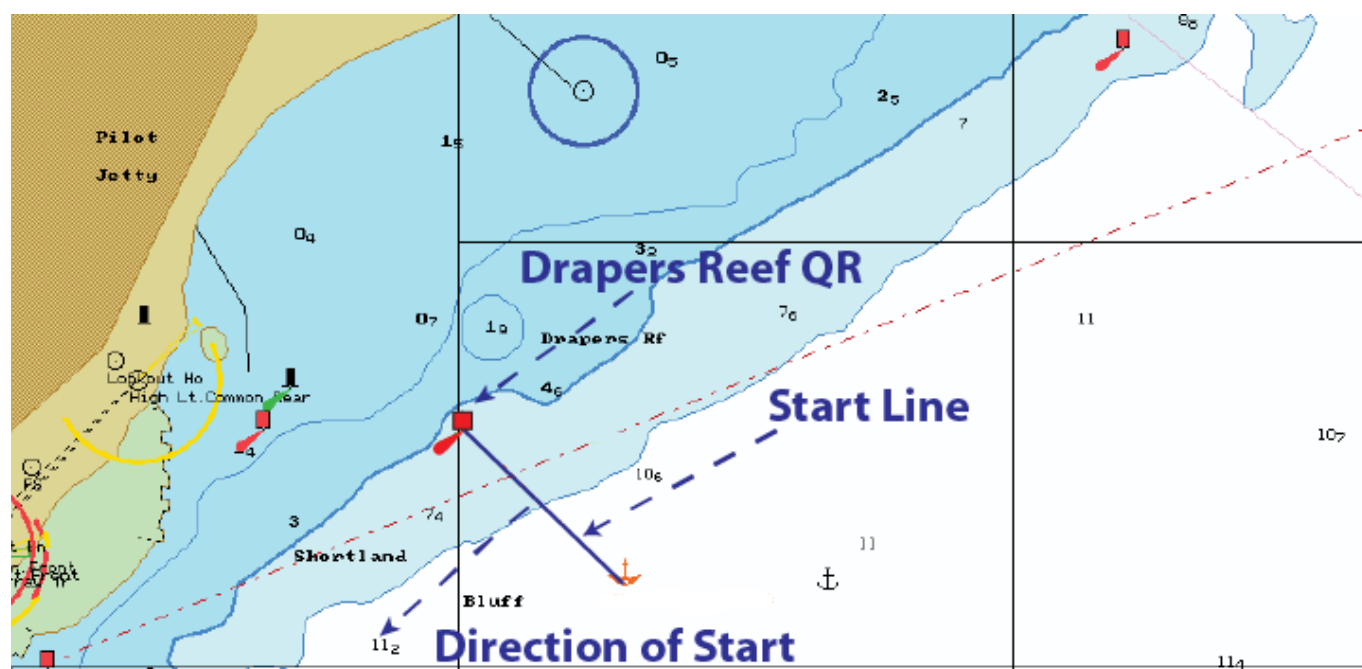
0300 Starting Signal, Green flare

This changes RRS 26.

- B3.2 Individual recalls shall be signalled by one white flare.
- B3.3 Premature starters may be identified on VHF Channel 12 (see *Appendix A Race Communications*). This amends RRS 29.1
- B3.4 There will be no General Recall. This amends RRS 29.2.
- B3.5 For the purposes of ORCV Special Regulation 6, the latest starting time will be 1030 on Saturday, 3 November 2018. Elapsed time will be taken from the starting signal. Yachts starting late are reminded that they must comply with the requirements of Special Regulation 6. Yachts intending to take this option shall respond when called at the pre-race sign on schedule and state their intentions. They shall subsequently respond to all routine schedules in accordance with the provisions of the Sailing Instructions.

## B4 POSTPONEMENTS

A postponement may apply if a Bureau of Meteorology Gale Warning is forecast for any part of the course.





# Appendix C COURSE

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED. 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.

## C1 HEADS EXIT

C1.1 Yachts are required to keep out of the main channels in the Heads and to avoid obstructing shipping.

C1.2 The area bounded by the following locations is an obstruction (see diagram below):

- A (Shortland Bluff) at S38° 16.90' E144° 38.90'
- B (Heads Exit) at S38° 17.95' E144° 37.76'
- C (Channel Clearing) at S38° 18.50' E144° 36.80'
- D (Big Rock) at S38° 18.00' E144° 38.67'

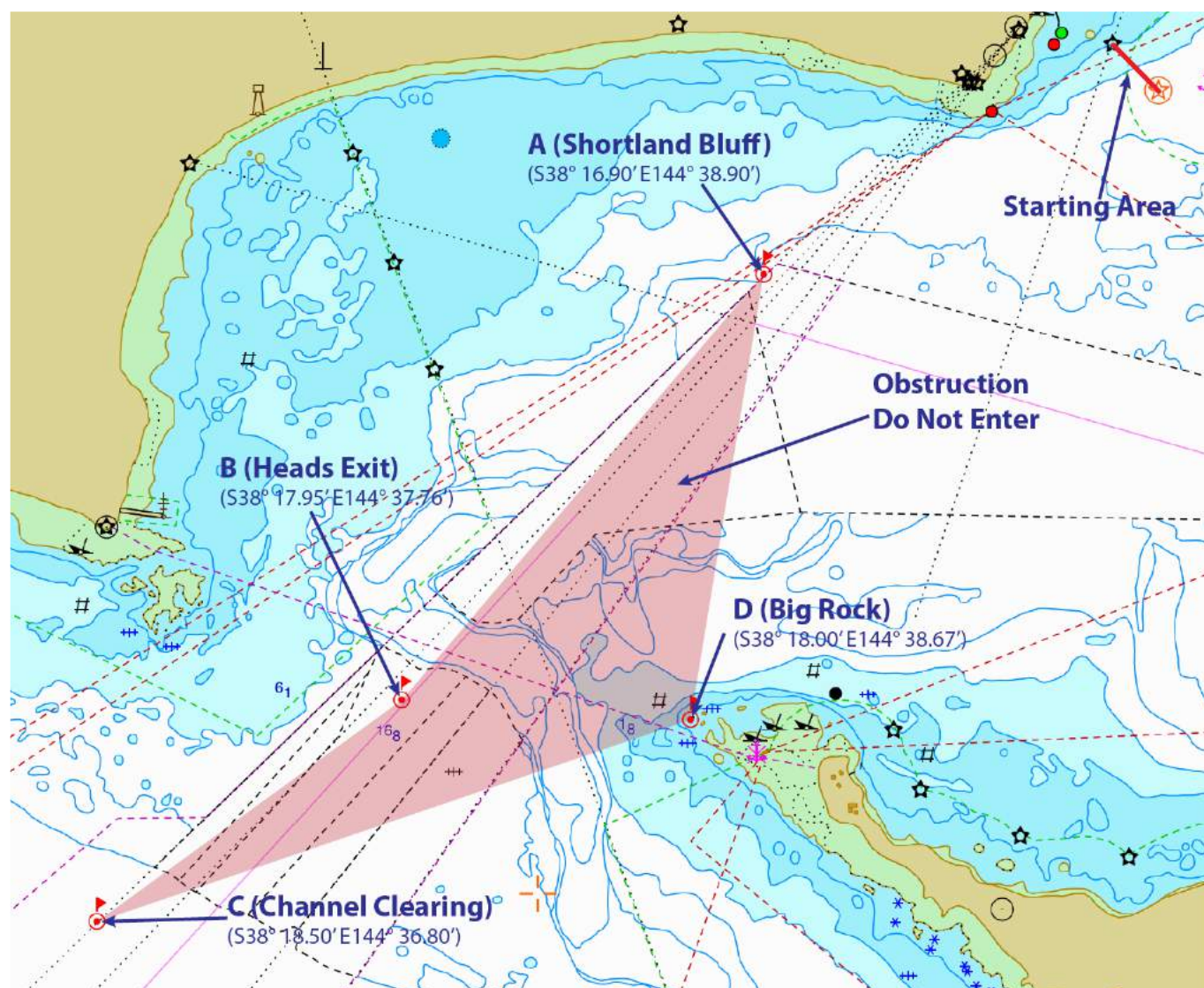
C1.3 Yachts that sail within the bounds of this obstruction shall receive a 10% penalty to their elapsed time without a hearing. This alters RRS 63.1.

C1.4 Yachts are required, prior to submitting their race declaration, to submit a smart phone photograph by SMS to the Race Director on 0418 396 605 showing compliance with the Heads Exit provisions in this appendix.

## C2 BASS STRAIT

C2.1 Once clear of the Heads and past location C (refer to the diagram below), yachts may sail any course they please but must keep clear of ships approaching the Heads.

C2.2 The course continues to the finishing line at Stanley, North Western Tasmania.





# 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 FINISHING SCHEDULES

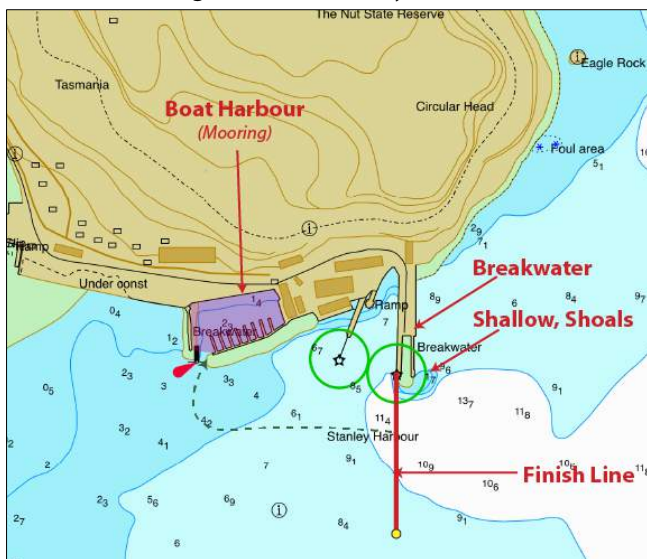
Yachts approaching the finish line are required to report their position as described in *A11 Finishing Schedules*.

## D2 FINISHING LINE

D2.1 The finishing line shall be an imaginary line extending 75 metres due South of the fixed green light at end of the Breakwater Pier (see the diagram below).

Skippers and navigators should note the shallow water about 0.2nm to the East of the finishing line.

D2.2 Yachts shall finish by passing through the finishing line in a westerly direction.



## 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 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 committee within four hours of the yacht finishing the race.

D4.2 Declarations may 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 yachts proceeding directly to another port after finishing the race shall send declaration to the Race Director by email or SMS as described above within one hour of finishing and advise their intentions at this time.

## D5 MOORING FACILITIES

The mooring area is shown in the diagram. It is suggested that yachts moor in the Boat Harbour. Care should be taken when entering the harbour, particularly in strong easterly conditions.

Once yachts have passed through the finish line they should proceed to the harbour area and enter as shown. The entrance to the harbour is floodlit at night. The piles showing the entrance may have reflectors fitted. It is recommended that yachts approach the harbour entrance from a south-westerly direction and enter when the piles clearly define the opening.

Yachts may also moor on the western side of Breakwater Pier, preferably to the north of fishing yachts that may also be moored there. There is a large tidal rise and fall at Stanley. Care should be taken to ensure that mooring lines can adjust for tidal conditions.

Low water depth in the marina is approximately 3.6 metres. Depth at the Breakwater Pier is 6 to 8 metres. In strong easterly conditions good shelter is also available in West Bay.

## D6 POST-RACE FOOD & DRINK

The Smithton Lions Club have organised a fantastic Dockside Festival in the new cool store shed at the wharf. Entertainment from the Navy and other local bands on Saturday evening and throughout the weekend, food markets and harbour activities.

Smithton Lions will be serving breakfast for hungry yachties on Sunday morning and may run a shuttle bus to Wynyard Airport (at cost) for those who have to depart early.

## D7 FACILITIES

Showers/Drying Facilities – A shuttle bus will operate from the Dock to the Stanley Cabin

## D9 STANLEY TIDES

Stanley, TAS – November 2018													
Please note: The predictions are in daylight saving time when it is observed.													
SAT 3 NOV		SUN 4 NOV		MON 5 NOV		TUE 6 NOV		WED 7 NOV		THU 8 NOV		FRI 9 NOV	
LOW	2:18 am 0.69 m	LOW	3:15 am 0.80 m	LOW	4:15 am 0.88 m	LOW	5:15 am 0.95 m	LOW	6:16 am 0.98 m	HIGH	12:44 am 3.29 m	HIGH	1:44 am 3.37 m
HIGH	8:12 am 3.32 m	HIGH	9:07 am 3.28 m	HIGH	10:04 am 3.25 m	HIGH	11:02 am 3.25 m	HIGH	12:00 pm 3.26 m	LOW	7:17 am 0.98 m	LOW	8:15 am 0.97 m
LOW	2:50 pm 1.01 m	LOW	3:48 pm 0.98 m	LOW	4:48 pm 0.91 m	LOW	5:47 pm 0.81 m	LOW	6:46 pm 0.69 m	HIGH	12:58 pm 3.28 m	HIGH	1:53 pm 3.31 m
HIGH	8:24 pm 3.20 m	HIGH	9:29 pm 3.17 m	HIGH	10:34 pm 3.17 m	HIGH	11:40 pm 3.22 m			LOW	7:44 pm 0.57 m	LOW	8:37 pm 0.49 m

Park. The 12-seater bus will operate as required for the cost of a donation.

For those flying back to Victoria (or other destinations) and needing a lift to the airport, a shuttle bus will be operating for a fee.

## D8 PRESENTATION

Results will be announced at 1300 hours on Sunday, 4 November 2018 or as advised at Stanley.

# 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 2018 Melbourne to Stanley 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.

..... [Signature] ..... [Date]

## Return Voyage

Details of the planned return voyage are:

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

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.

Signed: ..... [Person in Charge] ..... [Date]