

# Sailing Instructions

## **2017 Melbourne to Westernport Yacht Race**



# AMENDMENTS

Number	Instructions Changed	Summary of Amendment

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Australia

# SAILING INSTRUCTIONS

THE 2017 MELBOURNE TO WESTERNPORT YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP, BASS STRAIT AND WESTERNPORT BAY. THE RACE IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) INC. IF WEATHER CONDITIONS ARE NOT SUITABLE FOR A CATEGORY 3 RACE TO WESTERNPORT, THE RACE DIRECTOR MAY DECIDE TO DEFER THE RACE OR CHOOSE AN ALTERNATIVE COURSE OR DESTINATION

## 1. RULES

- 1.1 The race will be governed by the current versions of :
- The 2017-2020 Racing Rules of Sailing (RRS) of the World Sailing (WS) together with the prescriptions and safety 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 Rules Parts A, B and C;
  - The International Regulations for the Prevention of Collisions at Sea;
- except as amended by this Notice of Race and the Sailing Instructions for the race.
- 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:
- Sunrise: 0647
  - Sunset: 1756

## 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

- 3.1 The start time will be 0335 on Friday, 14 April 2017 in the vicinity of Drapers Reef, Queenscliff always allowing the Race Committee, at their discretion, to postpone to another time.
- 3.2 The starting line will be as described in *Appendix B - Starting Line*.
- 3.3 The starting sequence will be immediately following the Melbourne to Port Fairy Race start as follows:
- 0330 Preparatory Signal, Green flare
  - 0335 Starting Signal, Green flare

This changes RRS 26.

Note: Yachts should be aware that another race may start before this race and should take care to join the correct start.

- 3.4 Individual recalls shall be signalled by one white flare. Premature starters may be identified on VHF Channel 12 (See *Appendix A - Radio Communication*). There will be no General Recall. This amends RRS 29.1 and 29.2.
- 3.5 For the purposes of ORCV Special Regulation 6, the latest starting time will be 1100 hours on 14 April 2017 unless otherwise altered by the race director. 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.

## 4. THE COURSE

The course will be as described in *Appendix C - Course*.

## 5. THE FINISH

The finish will be as described in *Appendix D - Finishing Line*.

## 6. PROTESTS AND 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 Tuesday, 18 April 2017.
- 6.2 Yachts intending to protest or request redress must inform the Race Director giving any details as may be known at the time using their declarations, on the form or by radio.
- 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 Tuesday, 18 April 2017.
- 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 paragraph A10. *Yachts Retiring*.

## 9. SAFETY REGULATIONS

- 9.1 The Safety Category and regulations are as set out in the Notice of Race.
- 9.2 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.
- 9.3 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.

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.
- 9.4 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 described during the Shipping Advice Broadcast. Yachts deemed to have impeded the progress of a commercial vessel will be disqualified.
- 9.5 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.

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)).
- 9.6 A yacht or equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.

- 9.7 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.
- 9.8 A Return Voyage Plan must be submitted 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 officer's discretion.
- 10.2 The race organising authority may deem the race to be abandoned, rescheduled at another time or deemed to be shortened.
- 10.3 Prorated positions may be used to determine a result for the race and/or for any series.
- 10.4 Terminating the race will be advised by radio communications as available.

## 11. RADIO COMMUNICATION

- 11.1 A yacht shall neither make radio transmissions while racing nor receive radio communications not available to all yachts. This restriction also applies to mobile telephones.
- 11.2 Radio communications procedures are detailed in *Appendix A - Radio Communication*.
- 11.3 Yachts with AIS transponders must have them switched on at all times.
- 11.4 It is compulsory for all yachts to respond to all scheduled radio communications, including the Sign On Schedule, the Routine Position Schedules and all Finishing Schedules as described in *Appendix A - Radio Communication*.
- 11.5 Failure to sign on at the Sign On Schedule shall result in the yacht being scored DNS.
- 11.6 Yachts must not give false or misleading position reports.
- 11.7 If tracking units are used, yachts must not interfere with operation of these tracking units.

## 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, 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. APPENDICES

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



# APPENDIX A – RADIO COMMUNICATION

## A1. RACE FREQUENCIES

A1.1 The race frequency will be VHF Channel 82 (Arthur's Seat).

**Note:** To use the repeater network, radios must be set to International mode.

A1.2 VHF Channel 12 will be used for the pre-race shipping advice and may be used to notify premature starters.

A1.3 VHF Channel 73 will be used for finishing schedules.

A1.4 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

A1.5 When mobile or satellite phone coverage is available, the Race Director may be contacted on the Race Director's Mobile Phone, 0418 396 605.

## A2. RACE RADIO STATIONS

A2.1 All radio schedules, including the Signon Schedule, the Routine Position Schedules and finishing procedures will be conducted by the ORCV using the call sign *Ocean Racing*.

A2.2 Should VHF reception be problematic, *Ocean Racing* may delegate the taking of position reports to a boat within the fleet and any such boat(s) will provide the requested assistance as needed.

A2.3 Changes to race radio arrangements may be announced following the Signon Schedule.

## A3. CREW CHANGES

A3.1 Late crew changes may be notified on Thursday, 13 April 2017 by calling the Race Director's Mobile Phone between 1800 and 2100.

A3.2 When nominating additional crew, details required include name of crew, address, age, Yachting Australia membership number, PLB registration number and next of kin details including relationship to crew member, contact address and telephone number. These details must have been entered in the online entry system.

## A4. SIGN ON SCHEDULE

A4.1 A pre-race sign on schedule will be conducted on VHF Channel 82 (Arthurs Seat) by *Ocean Racing* commencing at 0205 and concluding no later than 0315 on Friday, 14 April 2017.

A4.2 Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts must reply "*{boat name} is a starter, we comply with the NoR, {xx} persons on board, OVER*".

A4.3 Yachts that do not respond on the first call must wait until they are called again at the end of the schedule.

A4.4 Any yacht failing to respond on the Race Frequency or demonstrating unsatisfactory radio operations during this schedule shall not be considered a starter in the event and shall be scored DNS.

A4.5 Any changes to the Sailing Instructions, changes to yacht handicaps and announcement of the premier racing division (AMS or IRC) will also be provided at the end of the schedule.

## A5. SHIPPING ADVICE BROADCAST

A5.1 At 0315, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

A5.2 All yachts are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are 3 nautical miles outside Port Phillip Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency.

A5.3 Yachts should revert to the race frequency and VHF Channel 16 when 3 miles clear of the Heads.

## A6. PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

## A7. ROUTINE POSITION SCHEDULES

A7.1 Routine position schedules will be conducted by *Ocean Racing* on VHF Channel 82 at the following times and using the following frequencies:

0035	0335	0635	0935
1235	1535	1835	2135

The first scheduled position report will be at 0635 on Friday, 14 April 2017 on the race frequency. Schedules will continue until every yacht has crossed the finish line or otherwise retired and reached a safe harbour.

- A7.2 It is mandatory that all yachts participate in each Routine Position Schedule and report their position when called.
- A7.3 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 of half hour immediately prior to the commencement of the schedule.
- A7.4 Yachts must not give false or misleading position reports.
- A7.5 At the conclusion of the schedule, yachts are encouraged to give safety-related information at these times, 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. Note that the repeater channels should not be used for routine traffic.
- A7.6 Should a yacht not be able to communicate on VHF then follow the procedures in A9. *Radio Failure*.

## A8. FINISHING SCHEDULES

- A8.1 Yachts shall call *Ocean Racing* on the VHF Channel 73 when approximately 30 minutes sailing time from the finishing line.
- A8.2 After the 30 minute call, radios should be left on VHF Channel 73 and a further call made as the yacht approaches the finishing line.
- A8.3 Radios should remain on until the yacht has berthed

## A9. RADIO FAILURE

- A9.1 In the event of communication difficulties after the start of the race, every effort should be made to contact *Ocean Racing* using any of the following methods:
- Using any other yacht who can act as a relay on VHF Channel 16 fifteen minutes before the listed time of each Routine Schedule.
  - Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.

- 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.
- Using mobile phone or satphone to contact the Race Director (0418 396 605).

Note also that mobile phone coverage exists along much of the coastline between Melbourne and Westernport. If attempts to establish contact via VHF prove unsuccessful, it may be possible to contact the Race Director by mobile telephone.

- A9.2 The reason for any failure to report at the routine schedule times for any reason must be reported on the yacht's Race Declaration (*Appendix E - Race Declaration*).

## A10. YACHTS RETIRING

- A10.1 Should a yacht retire from the race every effort must be made to advise the Race Director by VHF radio or mobile phone as soon as possible and to give the following information:
- Time and position at the time of retirement
  - Reason for retirement
  - The state of the crew
  - The port to which the yacht is retiring
- A10.2 Yachts that retire shall maintain their routine position reporting schedules until such time as they reach a safe harbour.
- A10.3 Within two hours of arrival at a safe harbour, contact must be made with the Race Director by VHF radio (*Ocean Racing*) or the Race Director's mobile telephone to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

## A11. SUMMARY

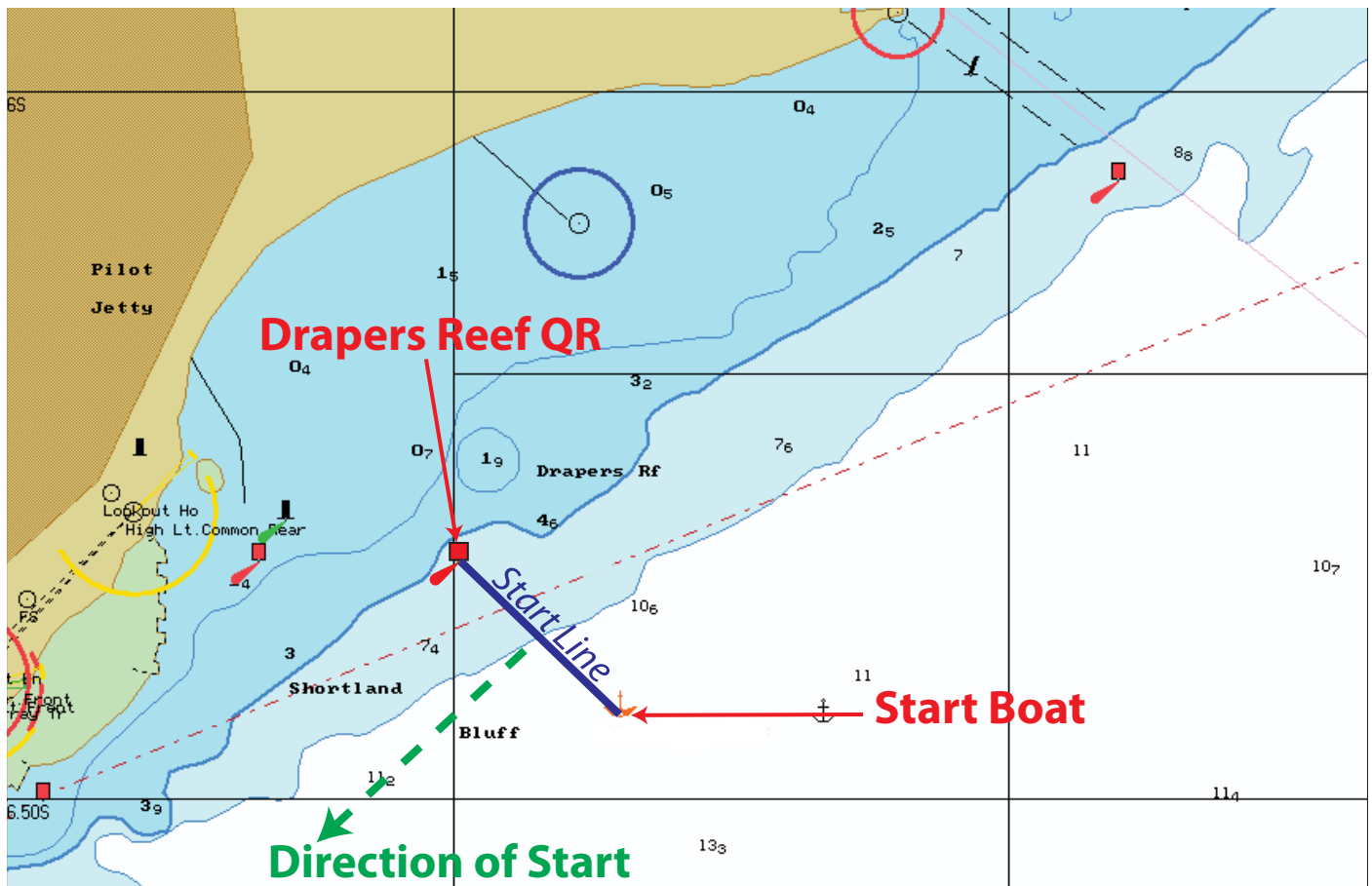
Date	Time	Action	Frequency	Station
13 April	1800-2100	Crew Changes	T:0418 396 605	Race Director
14 April	0205-0315	Sign On Schedule	VHF Channel 82	Ocean Racing
14 April	0315	Shipping Advice	VHF Channel 12	Ocean Racing
14 April	0330-0335	Starting Sequence	VHF Channel 12	Ocean Racing
14 April	0335	Individual recalls may be notified	VHF Channel 12	Ocean Racing
14 April	0635	Routine Schedule	VHF Channel 82	Ocean Racing
14 April	0935	Routine Schedule	VHF Channel 82	Ocean Racing
14 April	1235	Routine Schedule	VHF Channel 82	Ocean Racing
14 April	1535	Routine Schedule	VHF Channel 82	Ocean Racing
14 April	1835	Routine Schedule	VHF Channel 82	Ocean Racing
14 April	2135	Routine Schedule	VHF Channel 82	Ocean Racing
15 April	0035	Routine Schedule	VHF Channel 82	Ocean Racing
15 April	0335	Routine Schedule	VHF Channel 82	Ocean Racing
Thereafter every 24 hours as above	Times may be altered by Radio Stations if necessary	Routine Schedule	VHF Channel 82	Ocean Racing
30 minutes before finish		Finishing Schedule	VHF Channel 73	Ocean Racing
Approaching finish line (< 5 mins)		Finishing Schedule	VHF Channel 73	Ocean Racing

## A12. REPEATER NETWORK





# APPENDIX B - STARTING LINE



The Queenscliff Starting Line will be the normal starting line for this race unless circumstances dictate an alternative.

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 flashing blue light approximately 300 metres to the south east.

The direction of start is to the South West towards Port Phillip Heads.

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 the Draper's Reef Light, this line running almost east to west to a distance not exceeding 400 metres.

*Note: the positions shown in the diagram is approximate and for planning purposes only. The diagram should not be used for navigation and the positions shown may vary on the day.*

# APPENDIX C - COURSE

## HEADS EXIT

Yachts should note that the area bounded by the following locations is an obstruction:

- 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'

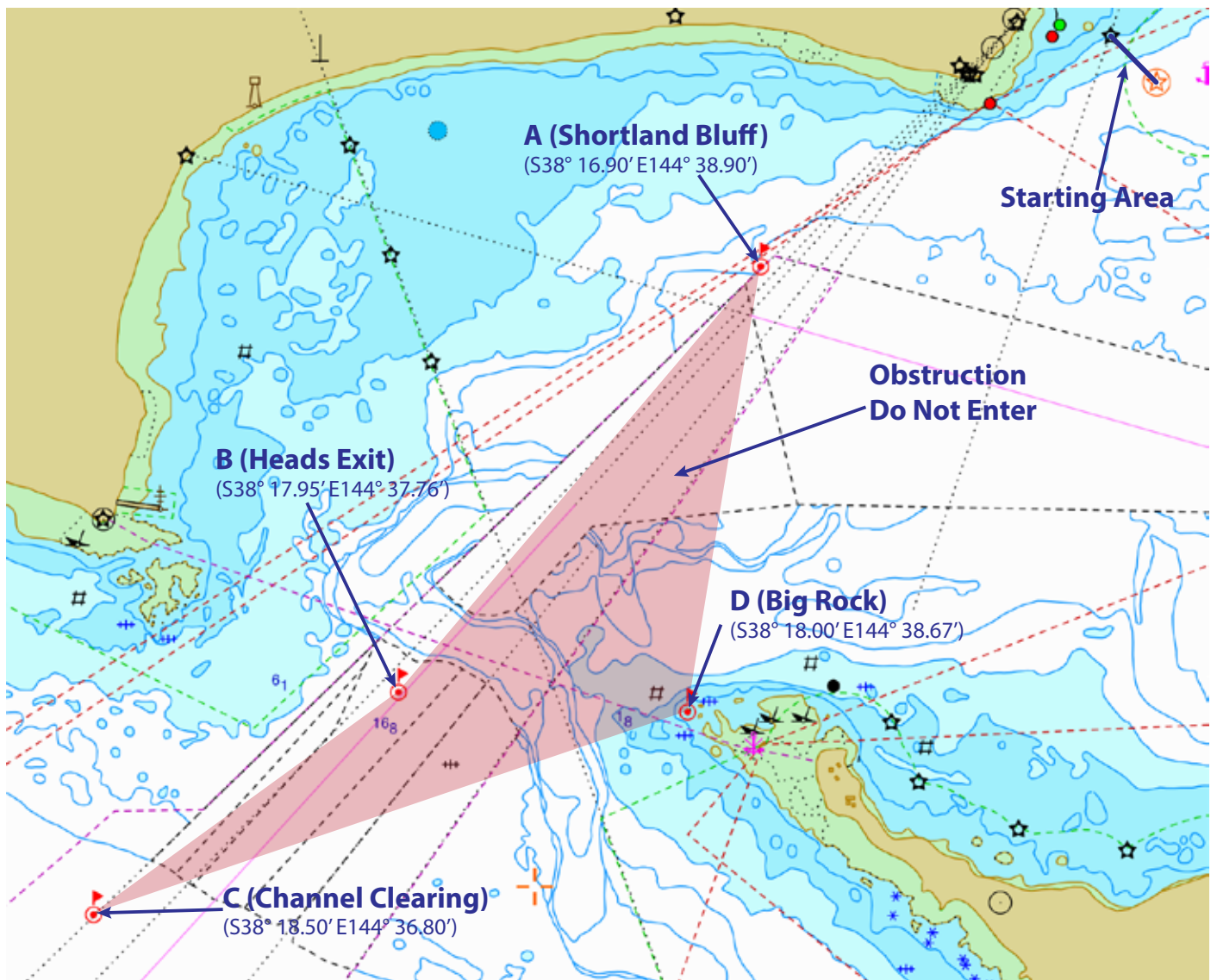
Yachts that sail within the bounds of this obstruction (see diagram below) shall receive a 10% penalty to their elapsed time without a hearing. This alters RRS 63.1

## COURSE

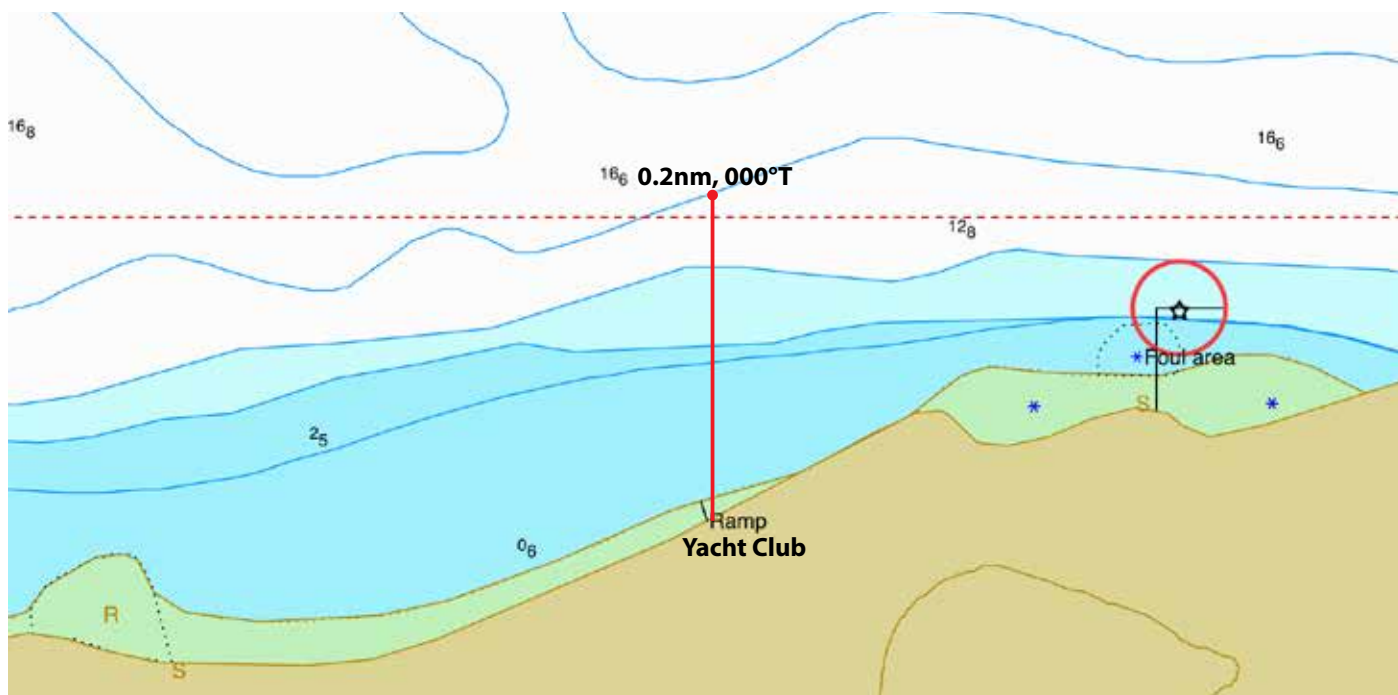
Starting from the Queenscliff starting line (see *Appendix B - Starting Line*) and to the finishing line at Westernport (see *Appendix D - Finishing Line*), rounding the following marks in the order given:

Mark	Side Left	Latitude	Longitude	Type	Light
Drapers Reef	Start			Pile	QR
A (Shortland Bluff)	Port	S38° 16.90'	E144° 38.90'	Virtual	-
C (Channel Clearing)	Port	S38° 18.50'	E144° 36.80'	Virtual	-
Pulpit Rock	Port	S38° 30.19'	E144° 53.32'	Rock off Cape Schanck	-
Westernport #1	Port	S38° 29.40'	E145° 06.91'	Conical Buoy, Green Starboard Lateral	Fl(G) 7s
Westernport #7	Starboard	S38° 27.41'	E145° 09.71'	Pillar Buoy, YBY, West Cardinal	Q(9) 15s
Finish		S38° 26.68'	E145° 14.05'		

**Note:** The marks are listed above to define the course to be followed. Mark positions are approximate and light characteristics, where given, may not be correct. The onus is on the yachts to ensure correct mark locations and navigation.



# APPENDIX D - FINISHING LINE



## FINISHING LINE

The finishing line will be an imaginary line between the centre line of the Cowes Yacht club control tower and location S38° 26.68' E145° 14.05'.

The alignment of the finishing line from the Cowes Yacht Club is approximately 000° T. The outer end of the finishing line is at approximately the 15m depth contour. An inflatable buoy may mark the location but will not be lit.

Yachts approaching the finish line are required to report their position as described in *Appendix A - Radio Communication*.

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.

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.

## DECLARATIONS

Each yacht is required to lodge a declaration on the form provided as *Appendix E - Race Declaration* with a member of the race committee within four hours of the yacht finishing the race.

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.

Any yachts proceeding directly to another port after finishing the race shall make a verbal declaration to the Race Director within one hour of finishing and advise their intentions at this time.

*Note: the positions shown in the diagram is approximate and for planning purposes only. The diagram should not be used for navigation and the positions shown may vary on the day*

## MOORING ARRANGEMENTS

Cowes Yacht Club will be hosting a welcome function and presentation during the afternoon of Friday 14 April. The time will depend on the finish time and will be announced to yachts as they cross the finish line.

Mooring and anchoring, with an accompanying ferry service, will be available at Cowes and Rhyll yacht clubs with a bus service available from Rhyll to Cowes. Yachts will be directed to a tender vessel for guidance on VHF Channel 73 once they cross the finish line.

Newhaven Yacht Squadron (NYS) also advise that they have a number of berths available for yachts depending on their draft and length. Please contact Newhaven Yacht Squadron directly to arrange a berth 0484 828 073. Yachts berthing at NYS will need to make their own arrangements for travel to Cowes Yacht Club for the presentation.


## COWES JETTY TIDES

## CREW BEHAVIOUR

Skippers are reminded that crew behaviour is their responsibility at all times.

No flares of any type are to be fired while the yacht is moored. 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.

Cowes Jetty, VIC – April 2017

FRI 14 APR		SAT 15 APR		SUN 16 APR		MON 17 APR		TUE 18 APR		 WED 19 APR	THU 20 APR		
HIGH	2:42 am 2.60 m	HIGH	3:17 am 2.61 m	HIGH	3:50 am 2.62 m	HIGH	4:21 am 2.61 m	HIGH	4:53 am 2.59 m	HIGH	5:25 am 2.55 m	HIGH	6:00 am 2.49 m
LOW	8:44 am 0.49 m	LOW	9:18 am 0.44 m	LOW	9:50 am 0.42 m	LOW	10:20 am 0.44 m	LOW	10:49 am 0.46 m	LOW	11:19 am 0.53 m	LOW	11:52 am 0.60 m
HIGH	3:17 pm 2.89 m	HIGH	3:53 pm 2.91 m	HIGH	4:26 pm 2.90 m	HIGH	4:57 pm 2.87 m	HIGH	5:29 pm 2.83 m	HIGH	6:00 pm 2.76 m	HIGH	6:36 pm 2.68 m
LOW	9:13 pm 0.77 m	LOW	9:48 pm 0.78 m	LOW	10:22 pm 0.80 m	LOW	10:54 pm 0.84 m	LOW	11:25 pm 0.88 m	LOW	11:57 pm 0.94 m		



# 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 2017 Westernport 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 bay</i>
Same crew as for race?	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below

Crew details for the return voyage will be as follows:

Name	Role(s)	Next of Kin	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]