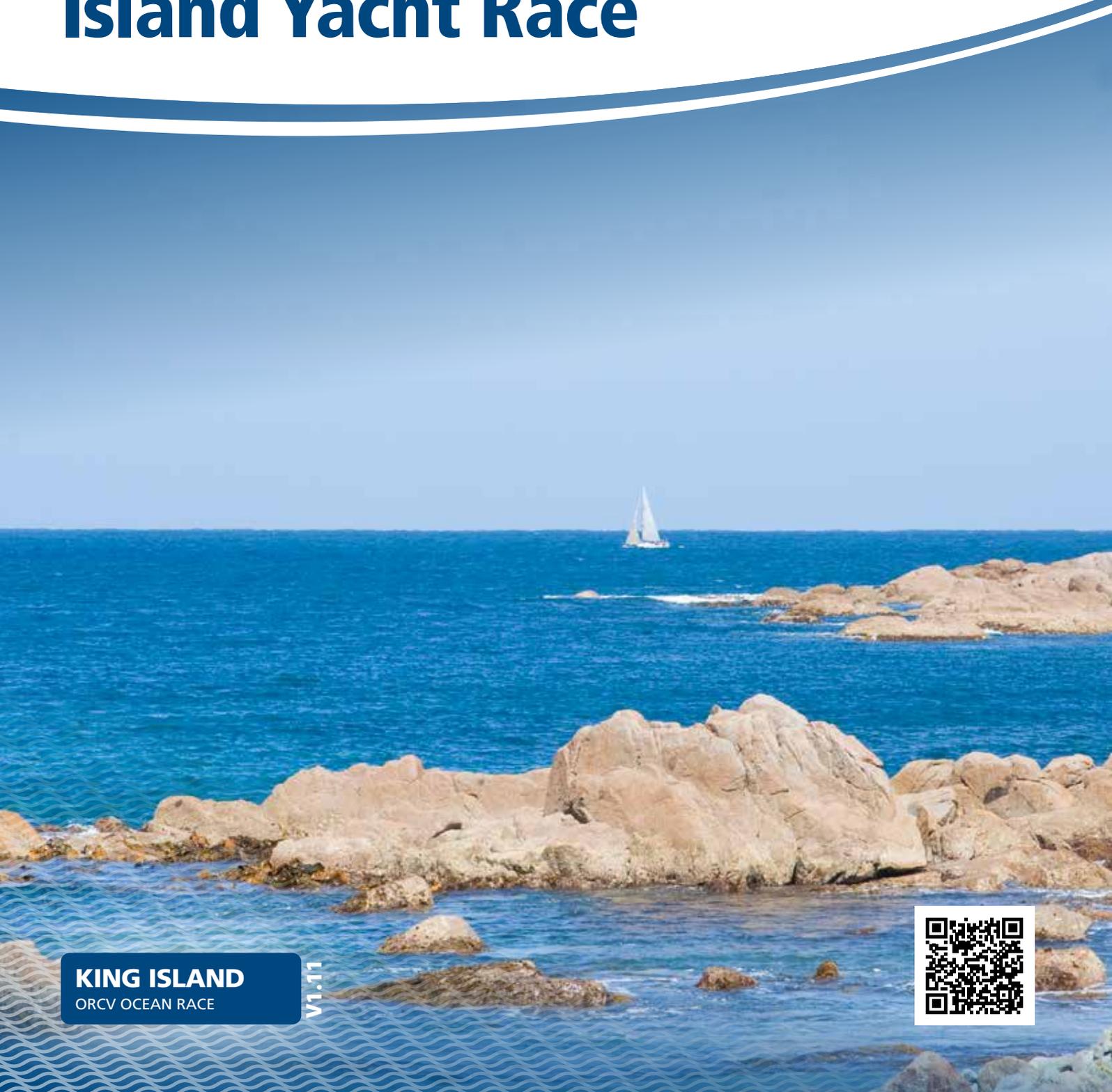




# Sailing Instructions

# 2018 Melbourne to King Island Yacht Race



**KING ISLAND**  
ORCV OCEAN RACE

V1.11





# SAILING INSTRUCTIONS

**THE 2018 KING ISLAND YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP AND BASS STRAIT. THE RACE IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) INC WITH THE CO-OPERATION OF THE KING ISLAND BOAT CLUB.**

## 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),
- as applicable the rules and regulations of the Australian Measurement System (AMS) and IRC Rules Parts A, B and C shall apply, and
- the Notice of Race,

except as any of the above are altered 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: 0714
- Sunset: 1949

## 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 after the Sign On Schedule or during 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 0100 on Saturday, 10 March 2018 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 shall be as described in *Appendix B Starting Line*.

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

0055 Preparatory Signal, White flare

0100 Starting Signal, Green flare

This changes RRS 26.

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 0800 hours on 10 March 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 Sign On schedule and state their intentions. They shall subsequently respond to all routine schedules in accordance with the provisions of the Sailing Instructions.

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

## 4. THE COURSE

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

## 5. THE FINISH

5.1 The Finish Line is as described in *Appendix D Finish*.

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

5.3 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.

- 5.4 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 from the GPS, to a precision of 1 second, and to inform the race committee of this time if requested.
- 5.5 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. Yachts may photograph their declaration and SMS it to the Race Director mobile
- 5.6 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.
- 5.7 Any yachts proceeding directly to another port after finishing the race shall notify the Race Director within one hour of finishing and SMS a photograph of their declaration to the Race Director mobile.

## 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, 13 March 2018.
- 6.2 Yachts intending to protest or request redress must inform the Race Director or by radio 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, 13 March 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 by a percentage time penalty 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 Instruc-

tions 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 Part 2 RRS:
- For a minor infringement without damage – 15 minutes
  - For an infringement with damage that is not considered serious – 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

- 8.1 Yachts retiring shall inform the race committee as described in paragraph *A13. 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 prescribed during the pre-race shipping advice. 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 It is compulsory for all yachts to respond to all scheduled radio communications, including the Pre-race Sign-on Schedule, the Mandatory Reporting Schedules and all Finishing Schedules as described in *Appendix A Radio Communication*.

11.4 Failure to sign on at the pre-race schedule shall result in the yacht being scored DNS.

11.5 Yachts must not give false or misleading position reports.

11.6 Yachts must not interfere with operation of any 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 HF/MF Frequencies

	Primary	Secondary	Schedules
Day	12305 kHz	8210 kHz	1205, 1835
Night	4483 kHz	6218 kHz	0005, 0635

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 will 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 A12. *Radio Failure*).

### A1.2 VHF Channels

Channel	Usage
Ch 82	Pre-race Communications
Ch 12	Shipping Advice Premature Starters
Ch 73	Finishing Schedules Post Finish Mooring
Ch 16	Distress & Calling
Ch 67	Working, MSI

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

### A1.3 Mobile Phone Numbers

Mobile phone communications will be on the Race Director's Mobile Phone as follows:

Number	Usage
0418 396 605	Race Director mobile

When mobile or satphone coverage is available, the Race Director may be contacted on the Race Director mobile. Yachts using satphones instead of HF radio will use the Race Director mobile for all communications.

A1.4 Kordia may also be contacted on 02 6151 6688 for radio checks and other radio related issues.

A1.5 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

A1.6 Yachts are required to monitor VHF Channel 82 before the start from 2305 until 0145. This channel will be used to notify yachts of changes to HF frequencies and other procedural matters.

## A2. RACE RADIO STATIONS

A2.1 The Sign On Schedule and the Position Schedules will be conducted by Kordia using the call sign *Charleville Radio*.

A2.2 All starting information including the shipping advice will be delivered by *Ocean Racing*.

A2.3 Finishing procedures will be handled by ORCV Mobile using the call sign *Ocean Racing*.

A2.4 If noise levels are too high for good reception, Kordia may delegate the taking of the position report schedule to a vessel in the fleet or a shore based radio station such as Smithton Radio. This will normally be done before the schedule starts.

A2.5 Any other yacht or station nominated by Kordia will provide assistance where necessary.

A2.6 Changes to race radio stations may be announced following the Sign On Schedule.

## A3. CREW CHANGES

A3.1 Late crew changes may be notified on Friday, 9 March 2018 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, Australian Sailing 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. HF SIGN ON SCHEDULE

A4.1 For yachts using HF radio, a sign on schedule will be conducted on the HF Primary Night Frequency by Kordia (*Charleville Radio*) commencing at 2335 on 9 March 2018 and concluding no later than 0045 on 10 March 2018.

- A4.2 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.
- A4.3 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*”.
- A4.4 Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.
- A4.5 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.
- A4.6 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.
- A4.7 Any changes to the stations and frequencies used for the Sign On Schedule will be notified on VHF Channel 82.

## A5. SATPHONE SIGN ON SCHEDULE

- A5.1 Yachts using satellite phones will sign on by SMS message or by calling the Race Director to confirm they are a starter, the number of persons on board and that they comply with the Notice of Race.
- A5.2 The SMS message should be formatted as one of the following:  
*[yacht] starter, [99] pob, complies*  
*[yacht] not starter*
- A5.3 SMS messages and sign on satellite phone calls must be sent between 2335 and 0045. These will be acknowledged.
- A5.4 Any changes to the Sailing Instructions and changes to yacht handicaps will be sent by SMS message.

## A6. SHIPPING ADVICE BROADCAST

- A6.1 At 0045, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A6.2 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.

- A6.3 Yachts should revert to the Race Frequency and VHF Channel 16 when 3 miles clear of the Heads.

## A7. PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

## A8. HF POSITION SCHEDULES

- A8.1 For yachts using HF radios, position reporting schedules will be conducted by Kordia (*Charleville Radio*) at the following times and using the following frequencies:

<u>Time (AEDT)</u>	<u>Frequency Group</u>
0005	Night Race Frequency
0635	Night Race Frequency
1205	Day Race Frequency
1835	Day Race Frequency

- A8.2 Schedules will take place on the Primary frequencies unless Kordia indicates otherwise. At the end of each schedule, Kordia will confirm the frequency to be used for the next.
- A8.3 The first schedule will be at 0635 on Saturday, 10 March 2018. Schedules will continue until each yacht has crossed the finish line or otherwise retired and reached a safe harbour.
- A8.4 It is mandatory that all yachts participate in each Position Schedule and report their position when called until they have finished.
- A8.5 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 or half hour immediately prior to the commencement of the schedule.
- A8.6 Yachts must not give false or misleading position reports.
- A8.7 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.
- A8.8 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.

## A9. SATPHONE POSITION SCHEDULES

- A9.1 Yachts using satellite phones will SMS message or call the Race Director between 15 and 10 minutes prior to all the scheduled reporting times listed above.
- A9.2 Yachts will provide their actual position as at 15 minutes before the schedule time and their estimated position for the actual schedule time.
- A9.3 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.

## A10. FINISHING SCHEDULES

- A10.1 Yachts shall call *Ocean Racing Mobile* on VHF Channel 73 when approximately 30 minutes sailing time from the finishing line.
- A10.2 After the 30 minute call, radios should be left on and a further call made as the yacht approaches the finishing line.
- A10.3 In addition to the above, yachts must maintain their position schedules until they have crossed the finish line.
- A10.4 After finishing, radios should be left on until the yacht has berthed.

## A11. AD HOC COMMUNICATIONS

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

<u>Frequency</u>	<u>Period</u>
4125	Night
6215	Day or Night
8291	Day
12290	Day

Yachts establishing contact with Kordia in this way should identify themselves as participants in the ORCV King Island Race.

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.

## A12. RADIO FAILURE

- A12.1 In the event of an HF radio failure after the start of the race, every effort should be made to contact *Ocean Racing* on VHF Channel 73 or any other yacht who can act as a relay on VHF Channel

16 fifteen minutes before the listed time of each Position Schedule.

- A12.2 If unable to report by the above method, one of the following actions should be tried
- Using VHF radio, relayed by another vessel if necessary.
  - Using the VHF repeater network. Make sure the VHF radios are 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 82 to reach the repeater on Arthur's Seat which may be accessible from the start out into Bass Strait.

ORCV Mobile (*Ocean Racing Mobile*) in Grassy will also monitor channel 73.

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.

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

- A12.3 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 their mobile telephone.

- A12.4 The reason for failure to report at the position schedule times for any reason must be reported on the yacht's Race Declaration (see *Appendix E Race Declaration*).

## A13. YACHTS RETIRING

- A13.1 Should a yacht retire from the race every effort must be made to advise Kordia (*Charleville Radio*) 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.

- A13.2 Yachts that retire shall maintain their position reporting radio schedules until such time as they reach a safe harbour.

A13.3 Within two hours of arrival at a safe harbour, contact must be made with Kordia (*Charleville Radio*) by HF radio 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.

*Radio* (VMC) and Tas Marine Radio (TMR). Any distress call will be handled by the closest station with the best radio reception.

#### A14.3 Weather

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

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

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

<b>Forecast/Warnings</b>	<b>Times (AEST)</b>
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).

## A14. ASSISTANCE & INFORMATION

### A14.1 Difficulty (VHF)

Tas Maritime Radio (TMR) have established a network of multi-frequency base stations around Tasmania and monitor 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, TMR can also access the Three Hummock Island base station.

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

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

<b>Location</b>	<b>VHF</b>	<b>Monitored By</b>
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

It should be noted that these repeaters are not continuously monitored and the TMR network should be used in preference. The Victorian and Tasmanian repeaters are shown in the map in A16. *Repeater Network*.

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 Mersey – VHF Channel 16 and 73, HF 4483 kHz
- Tamar Sea Rescue – VHF Channel 16, 80, 82

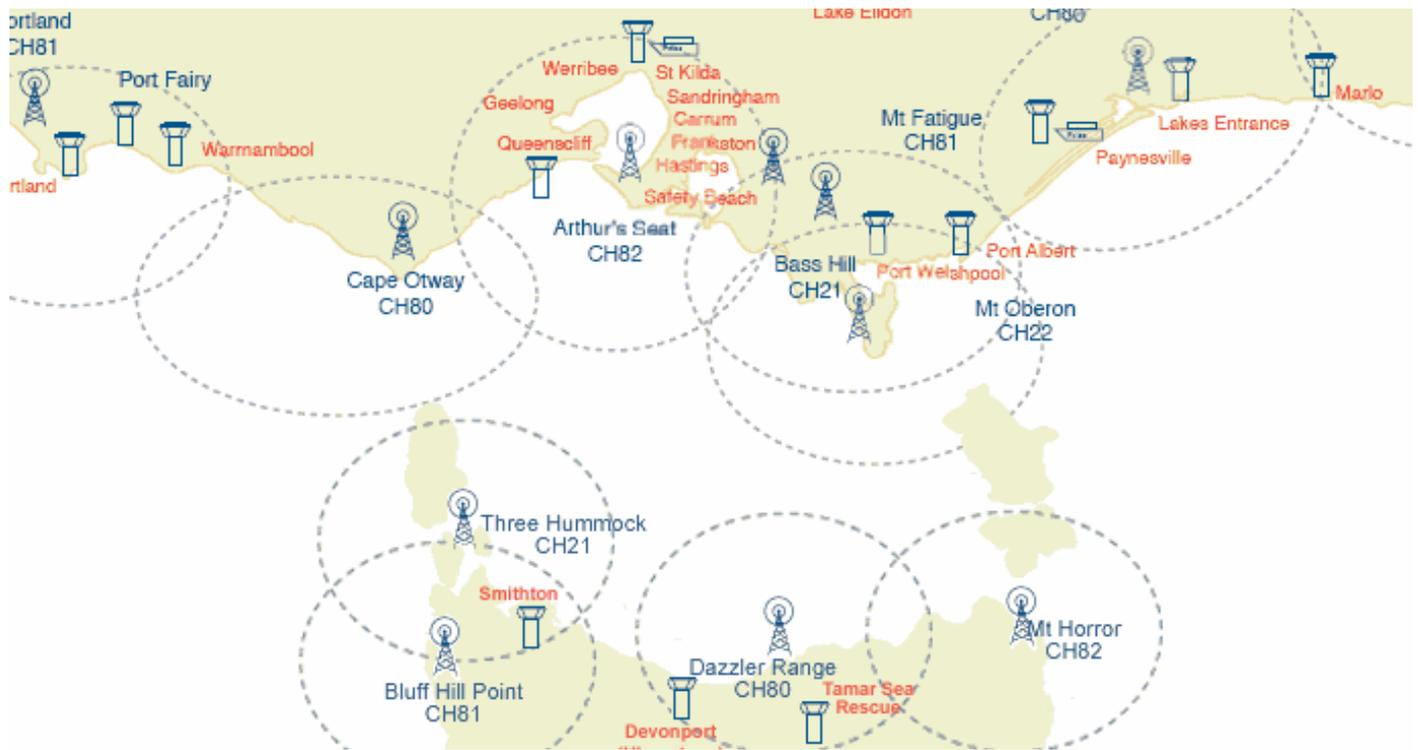
### A14.2 Distress (HF)

In the race area, the distress frequencies HF 4125, 6215 and 8291 kHz are monitored by *Charleville*

## A15. SUMMARY

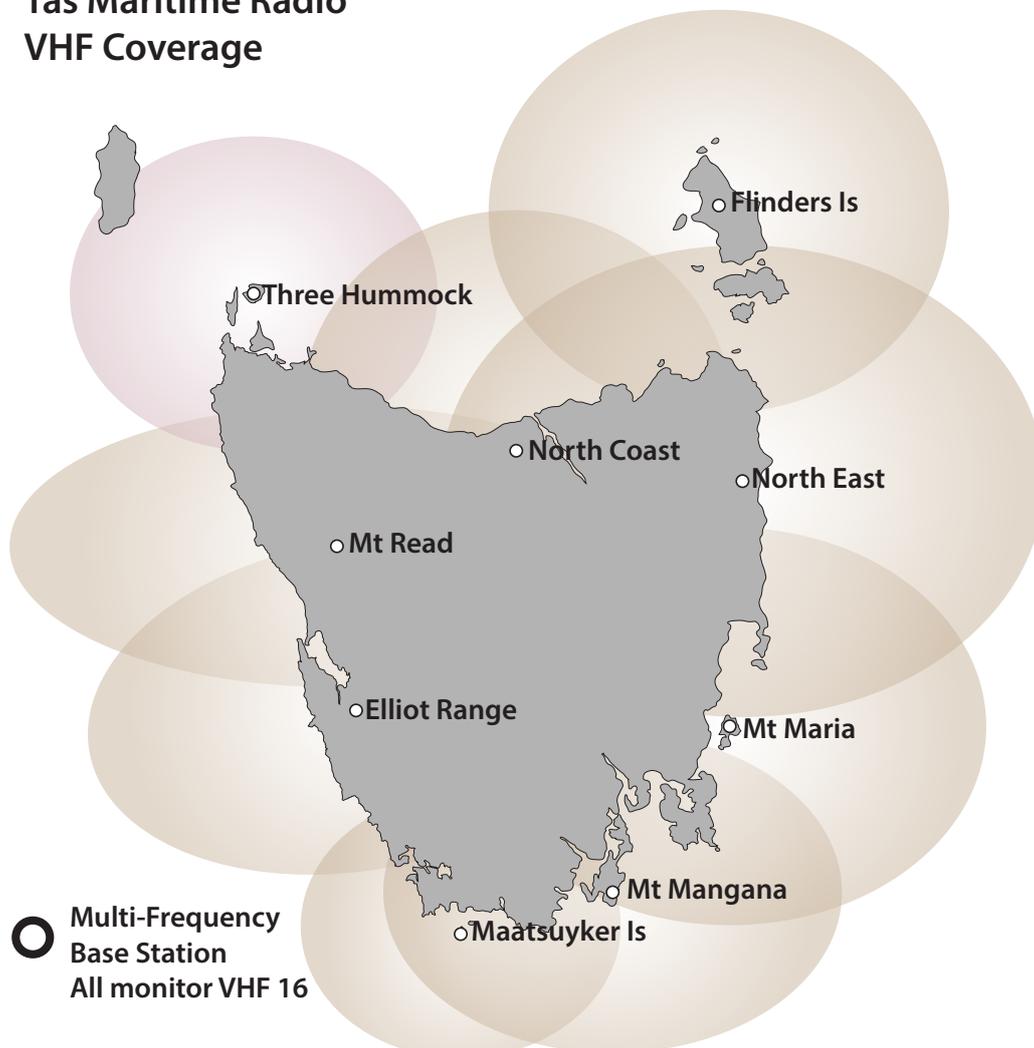
Date	Time	Action	Frequency	Station
12 February 4 March		Compulsory Radio Check	HF Race Frequency (as per time of day)	Charleville Radio
9 March	1800-2100	Crew Changes	T:0418 396 605	Race Director
9/10 March	2305-0045	Monitor	VHF Channel 82	Ocean Racing
9/10 March	2335-0045	Sign On Schedule SI Changes	HF Night Frequency 0418 396 465	Charleville Radio Race Director
10 March	0045	Shipping Advice	VHF Channel 12	Ocean Racing
10 March	0055-0100	Starting Sequence	VHF Channel 12	Ocean Racing
10 March	0100	Individual recalls may be notified	VHF Channel 12	Ocean Racing
10 March	0620 0635	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Night Frequency	Race Director Charleville Radio
10 March	1150 1205	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Day Frequency	Race Director Charleville Radio
10 March	1820 1835	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Day Frequency	Race Director Charleville Radio
10/11 March	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 Schedules (SP) Position Schedules (HF)	0418 396 465 HF Race Frequency	Race Director Charleville Radio
30 minutes before finish		Finishing Schedule	VHF Channel 73	Ocean Racing
Approaching finish line		Finishing Schedule	VHF Channel 73	Ocean Racing

## A16. REPEATER NETWORK



## A17. TAS MARITIME RADIO BASE STATION NETWORK

### Tas Maritime Radio VHF Coverage



# APPENDIX B STARTING LINE

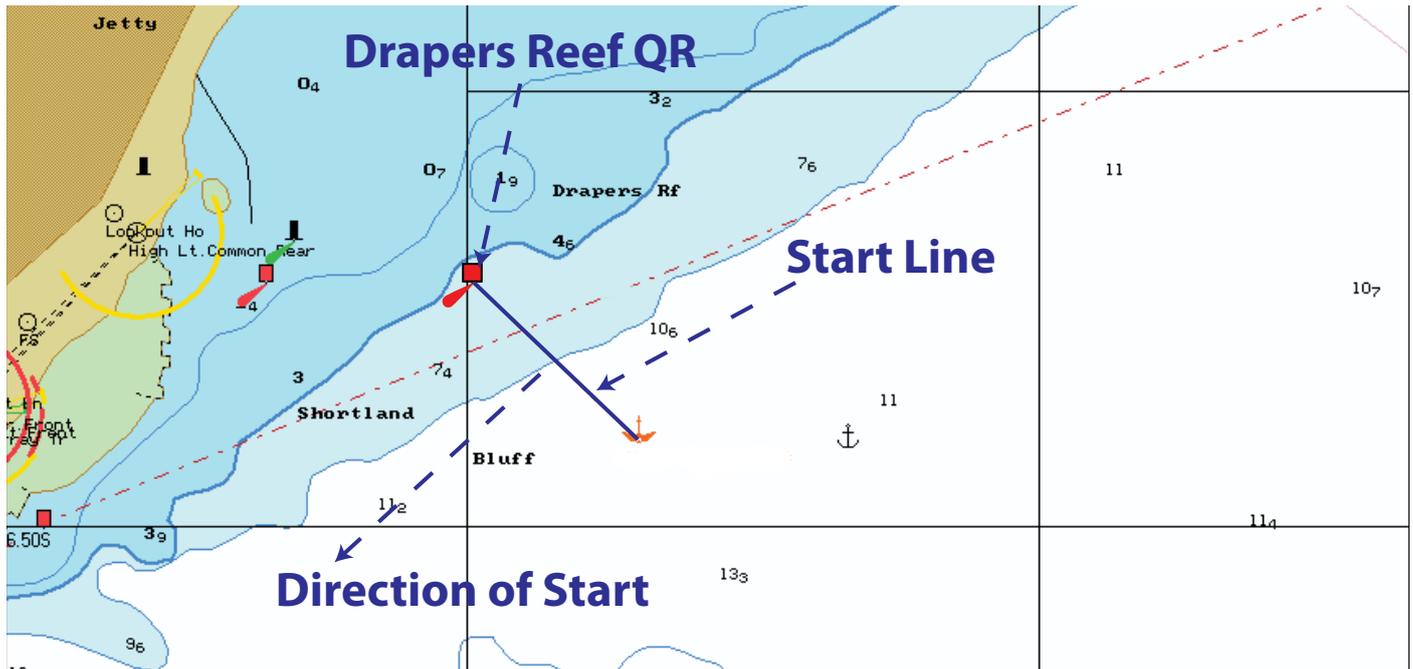
Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

## NORMAL STARTING LINE

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 south east.

In the event of rough weather or other unforeseen dif-

ficulties, 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.



## ALTERNATIVE STARTING LINE

If the Race Committee determines it necessary, an Alternative Starting Line may be announced by the Race Director to avoid the fleet becoming becalmed in the Heads.

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.

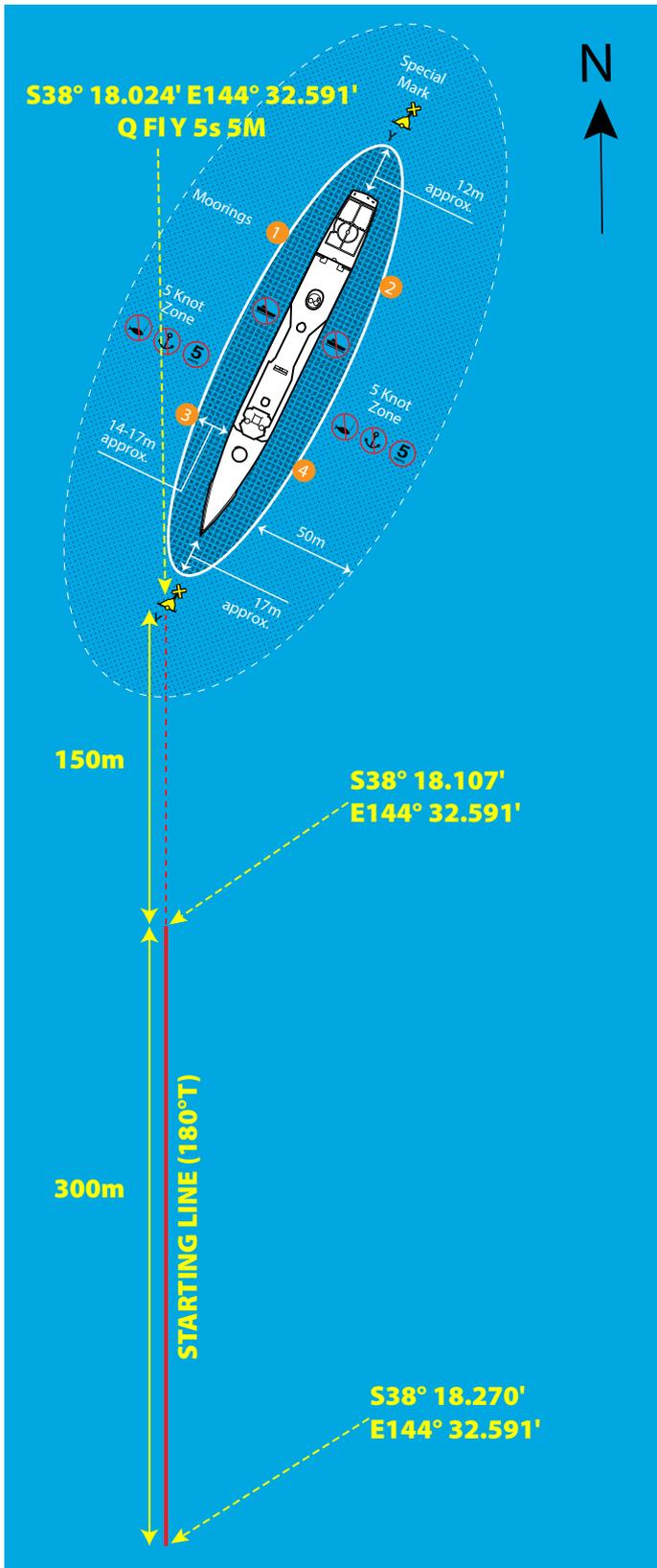
The Alternative Starting Line shall be an imaginary line beginning 150m to the South of the Quick Flashing Special Mark (Q FIY 5s 5M) at the seaward end of the Ex HMAS Canberra Dive Site and a vessel with a rotating amber light approximately 450 metres to the South.

The Quick Flashing Special Mark is located at approximately S38° 18.024' E144° 32.591'. The inner (northward) end of the starting line is at approximately S38° 18.107' E144° 32.591'. The outer (southward) end of the starting line is at approximately S38° 18.270' E144° 32.591'.

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 the Race Frequency until the start has completed.

If the start vessel is unable to be present, the start sequence will be conducted by radio on VHF Channel 82.





# APPENDIX C COURSE

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.

## NORMAL COURSE

From the starting line:

- Leaving to port a virtual buoy at S38° 16.90' E144° 38.9', off Shortland Bluff.
- For ocean races starting through Port Phillip Heads, yachts are required to keep out of the main channels in the Heads and to avoid obstructing shipping. For this reason, 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'

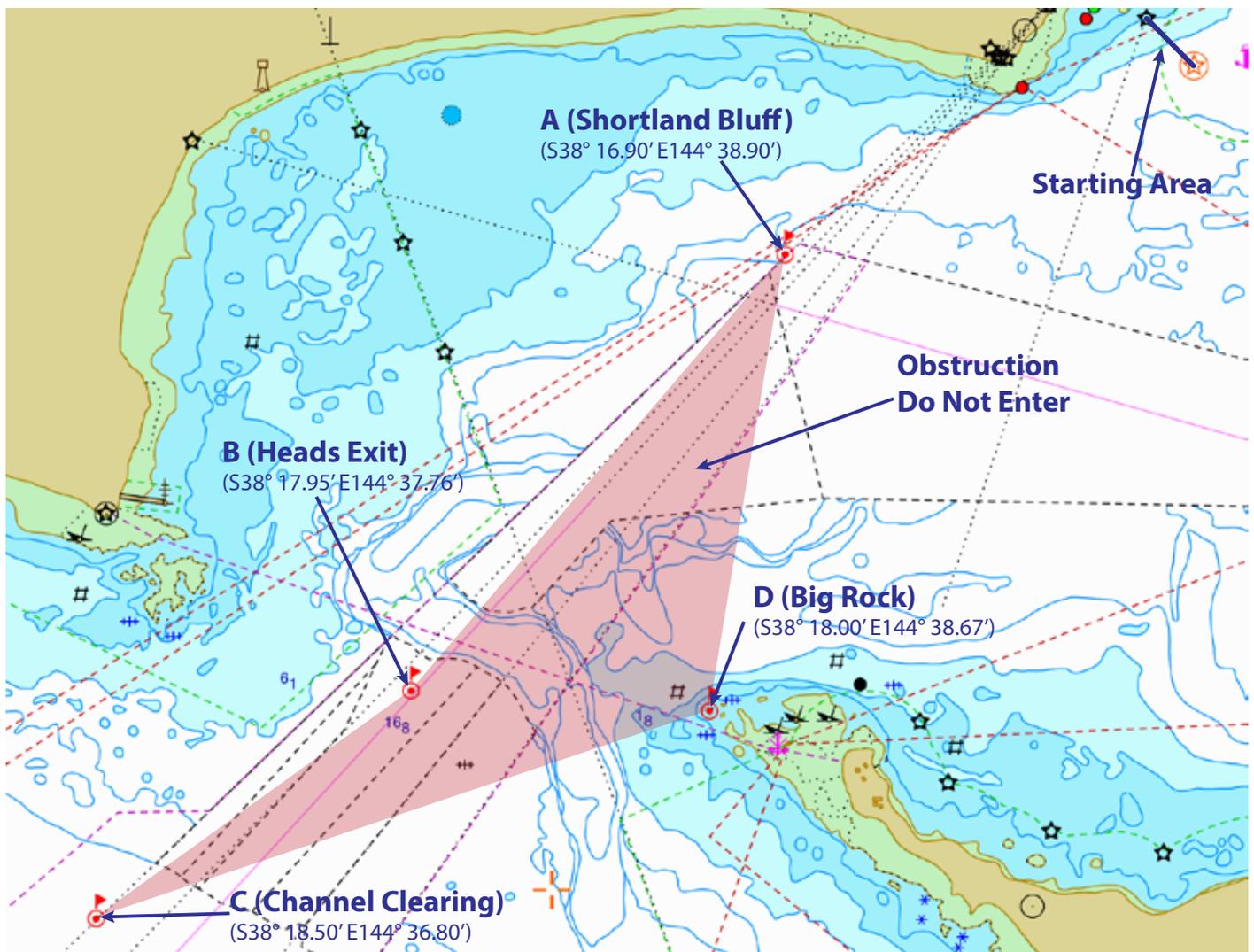
C (Channel Clearing) at S38° 18.50' E144° 36.80'

D (Big Rock) at S38° 18.00' E144° 38.67'

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

- Thence to the finishing line at Grassy, King Island.

Yachts are required, prior to submitting or with their race declaration, to submit a smart phone photograph by SMS to the Race Director showing compliance with the Heads exit provisions in this appendix.

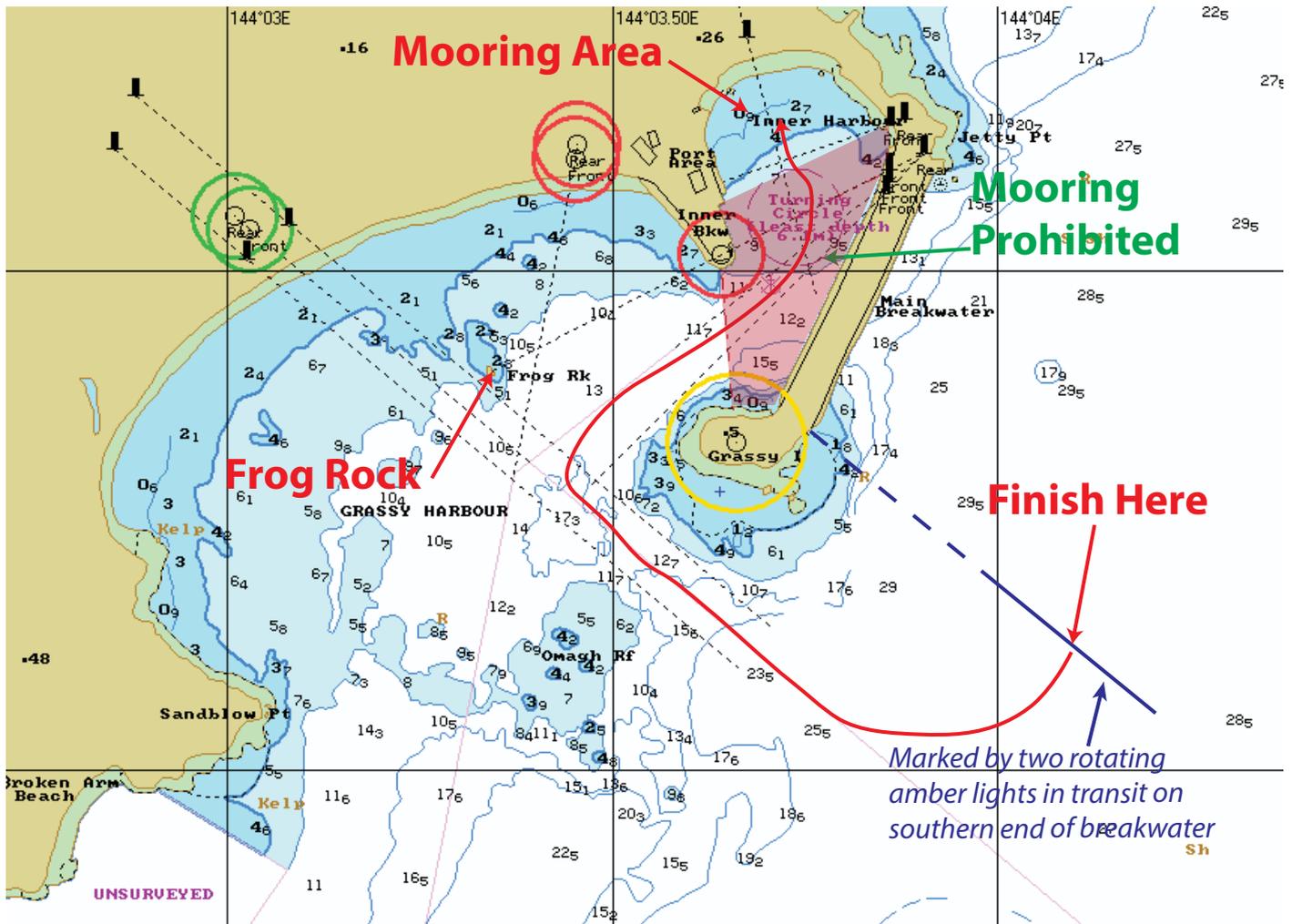


## ALTERNATIVE COURSE

For races starting outside Port Phillip Heads, from the starting line to the finishing line at Grassy, King Island.

# APPENDIX D FINISH

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.



## FINISH LINE

The finish line is at the southern end of the breakwater and is an imaginary line being the extension of a line from the southern end of Grassy harbour breakwater at approximately S40° 04.157' E144° 03.753' bearing approximately 300° magnetic and marked by two rotating amber lights in transit on the breakwater.

The outer limit of the finish line shall be an imaginary point 0.5 nm from the rotating amber lights on the breakwater, i.e. at approximately S40° 04.488' E144° 04.233'.

Yachts are requested to finish no closer than 0.25 nm from the breakwater because of obstructions close to the shoreline. i.e. Yachts should cross the finish line East of S40° 04.323' E144° 04.000'.

Yachts shall cross the finishing line in a direction approximately from North to South.

The attention of all competing yachts is drawn to the fact that they may find themselves finishing towards the Grassy breakwater. Care must be exercised to stay clear of the shore.

## MOORING

On arrival at Grassy, yachts will be directed to moorings, and will be required to raft up. King Island Boat Club will direct yachts to moorings and operate a ferry service on and off yachts.

Any yacht directed to a mooring will need to moor to the chain with either their rope or chain. All moorings have chains.

Some yachts arriving early will be able to moor bow or stern to the fishermen's jetty. Boats intending to depart prior to 1330 hours on Sunday should use a swing mooring.

## SEAROAD MERSEY

The supply ship *Searoad Mersey* arrives early on Sunday morning. This vessel has right of way over any other vessel to enter into the harbour without delay or restriction.

Yachts are prohibited from anchoring anywhere in the area marked Mooring Prohibited on the accompanying diagrams.

King Island Ports personnel will be on site to ensure vessels left in the prohibited area are removed before the arrival of the *Searoad Mersey*. Any costs incurred by removing vessels or delaying the *Searoad Mersey* will be charged to the offending vessel's owner.

## CREW INFORMATION

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 at Grassy. 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.

Skippers are asked to remind crew of the following:

- There is no bus service provided to Currie. Provision will be made to make airport connections.
- Police have advised that open liquor containers in a public street is an offence in Tasmania and will be prosecuted on King Island. This does not apply to a premises bound by a liquor license or liquor permit.
- King Island Boat Club has asked all to be mindful of others and to be aware of their behaviour as they would be in the High Street of their home town.
- King Island Boat Club will close the bar in the early hours of Sunday morning, and reopen at 0700 for breakfast of bacon and eggs etc. Personnel will be on hand through the night for yacht arrivals.

## TIDES AT GRASSY (AEDT)

King Island (Grassy), TAS – March 2018						
Please note: The predictions are in daylight saving time when it is observed.						
SAT 10 MAR	SUN 11 MAR	MON 12 MAR	TUE 13 MAR	WED 14 MAR	THU 15 MAR	FRI 16 MAR
HIGH 5:41 am 1.14 m	LOW 12:30 am 0.62 m	LOW 1:34 am 0.70 m	LOW 3:05 am 0.77 m	LOW 4:56 am 0.80 m	LOW 6:17 am 0.79 m	HIGH 12:06 am 1.30 m
LOW 11:39 am 0.25 m	HIGH 6:21 am 1.05 m	HIGH 7:08 am 0.97 m	HIGH 8:10 am 0.92 m	HIGH 9:25 am 0.92 m	HIGH 10:43 am 0.97 m	LOW 6:55 am 0.75 m
HIGH 7:00 pm 1.25 m	LOW 12:17 pm 0.33 m	LOW 1:04 pm 0.44 m	LOW 2:13 pm 0.53 m	LOW 3:48 pm 0.59 m	LOW 5:15 pm 0.60 m	HIGH 11:54 am 1.08 m
	HIGH 7:55 pm 1.21 m	HIGH 8:56 pm 1.19 m	HIGH 10:00 pm 1.19 m	HIGH 11:08 pm 1.23 m		LOW 6:23 pm 0.57 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 2018 Melbourne to King Island 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 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]

