



SAILING INSTRUCTIONS

2019 MELBOURNE TO DEVONPORT RUDDER CUP YACHT RACE



DEVONPORT

RUDDER CUP
ORCV OCEAN RACE

Version 1.01 Final

AMENDMENTS

Number	Instructions Changed	Summary of Amendment
1	Tables A10.1 & A11.2 A11.3 A2.1 Minor editorial changes	HF and Satphone Position Times amended for consistency. Reference to Table changed from 11.1 to 11.2 HF4483 may be nominated by Kordia at an alternative frequency No substantive impact

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SAILING INSTRUCTIONS

THE 2019 MELBOURNE TO DEVONPORT RUDDER CUP 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 WITH THE CO-OPERATION OF THE MERSEY YACHT 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),
 - 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: 0557
 - Sunset: 2046

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the ORCV website www.orcv.org.au and skippers advised by SMS.
- 2.2. Notices may be posted on the Regatta Notice Board at Blairgowrie Yacht Squadron any time before 0900 on 27 December 2019.
- 2.3. Any change to these Sailing Instructions will be posted on the ORCV website (www.orcv.org.au) any time before 0900 on 27 December 2019.
- 2.4. The skipper and navigator are required to attend the compulsory Weather Briefing at BYS at 0900 on 27 December 2019.

- 2.5. Amendments to the Sailing Instructions shall also be advised to competitors at the Weather Briefing or by radio as detailed in *Appendix A Race Communications*.

3. SIGNALS MADE ASHORE

- 3.1. Signals made ashore will be displayed at the flagstaff in front of the Blairgowrie Yacht Squadron clubhouse.
- 3.2. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 3 hours" in the race signal AP.

4. CLASS FLAG

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

5. THE START

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

6. THE COURSE

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

7. THE FINISH

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

8. PROTESTS & REQUESTS FOR REDRESS

- 8.1. Protests or requests for redress are to be lodged with an ORCV race official within 6 hours of the yacht's finishing time.
- 8.2. Yachts intending to protest or request redress must inform the Race Director in person or by radio within 1 hour of finishing giving any details as may be known at the time.
- 8.3. Protests or requests for redress will be heard at the Mersey Yacht Club in Devonport, as soon as practical, but no sooner than 6 hours after the yacht has finished.
- 8.4. The date, time and venue for a protest hearing will be the posted on the Notice Board at the Mersey Yacht Club and the ORCV web site at least 4 hours before the hearing.

- 8.5. All requests for redress involving the official time sheet must be submitted within 4 hours of posting the results.
- 8.6. The protest committee shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).

9. PENALTY SYSTEM

- 9.1. If, after a protest and hearing, a yacht is found to have infringed a rule, the protest committee may disqualify or otherwise penalise the yacht in accordance with the provisions of RRS 64.
- 9.2. The protest committee may apply a time penalty for a breach of a rule or the Sailing Instructions declared by an infringing competitor without a hearing or after a hearing if a protest is contested.
- 9.3. RRS 44.2 - A Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Port Phillip.
- 9.4. RRS 44.3 - A Scoring Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.
- 9.5. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS) at the discretion of the Protest Committee:
- For a minor infringement – 15 minutes
 - For a significant infringement – 60 minutes
 - For a serious infringement – the penalty will rest with the protest committee and may result in a time penalty or disqualification.
- 9.6. 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. (complements RRS 64.1 and amends RRS 44.3).

10. YACHTS RETIRING

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

11. SAFETY REGULATIONS

- 11.1. The Safety Category and regulations are as set out in the Notice of Race.
- 11.2. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather, at night or when sailing short-handed.

- 11.3. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.

- 11.4. Attention is drawn to Victorian regulations which stipulate the mandatory wearing of lifejackets when on deck during times of heightened risk. This includes crossing a bar, transiting the Heads (classified as a bar), sailing at night and when the weather or weather forecast indicates risk. For full details, consult www.transportsafety.vic.gov.au.

- 11.5. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) whilst within Port Phillip and particularly while transiting Port Phillip Heads, as required by Port of Melbourne Corporation Harbour Master's Directions. Ships are restricted in their ability to manoeuvre while in the entrance of Port Phillip and yachts should take any necessary avoiding action early.

- 11.6. In the event of avoiding action becoming necessary, a yacht may start its engine and motor to avoid a shipping hazard, on a course perpendicular to the ship's track for as long as necessary.

- 11.7. A yacht that takes such action shall return to the location they started motoring, cease motoring and resume racing as soon as possible. The details of any such action must be reported to the Race Director on the Declaration after finishing.

- 11.8. Attention is drawn to Rule 9 (a) and Rule 9 (b) of the International Regulations for Preventing Collisions at Sea, 1972, and yachts shall hold to any course and directions prescribed during the Shipping Advice Broadcast. Yachts found to have impeded the progress of a commercial vessel will be disqualified.

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

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

- 11.11. A Return Voyage Plan is included as part of the Declaration in *Appendix E Race Declaration*.

12. UNSUITABLE CONDITIONS

- 12.1. After commencement of the race, the race can be terminated at the Race Director's discretion.

- 12.2. The race organising authority may deem the race to be abandoned, rescheduled to another time or shortened.
- 12.3. Prorated positions may be used to determine a result for the race and/or for any series.
- 12.4. Termination of the race will be advised by radio communications or satellite phone as available.

13. RACE COMMUNICATIONS

Race communications procedures, including HF radio and satellite phones, are detailed in *Appendix A Race Communications*.

14. USE OF TRACKERS FOR RETURN VOYAGE

- 14.1. Trackers may be used for the return voyage but must be switched off upon return to the yacht's home club and returned to the ORCV office or to an ORCV Committee Member within 7 days of arrival in Melbourne.
- 14.2. It is the skippers responsibility to ensure that trackers are returned not later than 20 January 2020.

15. DISCLAIMER OF LIABILITY

- 15.1. All those taking part in this race do so at their own risk and responsibility.
- 15.2. Acceptance of a yacht as an entrant in the race is not to be taken as express or implied acceptance on the part of the ORCV and/or any of its Flag Officers, committee members, volunteers or Equipment Auditors or any other members, of the fitness of any yacht or any equipment on such yacht to safely compete in the race, and/or deal with any and all eventualities of the contemplated passage. It is the responsibility of each skipper of each

competing yacht to decide whether his/her yacht is fit and suitably crewed for the intended purpose, and neither the ORCV nor any club, person or company connected with the organisation of the race is responsible for the seaworthiness of any yacht whose entry is accepted.

- 15.3. Attention is drawn to Fundamental Rule 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.

16. CREW BEHAVIOUR

- 16.1. All participants are reminded that they are expected to comply with the Australian Sailing member protection policies. (www.sailingresources.org.au/clubresources/memberprotection/).
- 16.2. Skippers are reminded that crew behaviour is their responsibility at all times, including post-race celebrations.
- 16.3. No flares of any type are to be fired while the yacht is moored at Devonport. Civil authorities have severe penalties for any offenders. Skippers are reminded that the best way of ensuring that no flares are fired from their yacht is to place them under lock and key.
- 16.4. Skippers are asked to remind crew that open liquor containers in a public street is an offence in Tasmania and will be prosecuted in Devonport. This does not include premises bound by a liquor license or liquor permit.

17. APPENDICES

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 and satellite telephones.
- A1.2 Yachts equipped with AIS transponders shall operate that equipment in transmit mode with boat name identified at all times during the race.
- A1.3 It is mandatory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules. Yachts must report their position when called.
- A1.4 Failure to sign on at the Sign-On Schedule shall result in the yacht being scored DNS.
- A1.5 Yachts must not give false or misleading position reports.
- A1.6 Yachts must not interfere with operation of any tracking units.
- A1.7 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.
- A1.8 Yachts using satellite phones (satphones) for communications must leave them on at all times during the race and monitor and answer them when called.

A2 RACE FREQUENCY

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

	Primary	Secondary	Schedules
Day	12305 kHz	8210 kHz	1215, 1805
Night	6218 kHz	8210 kHz	0535, 0015

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 or HF4483.

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 *A14 Radio Failure*).

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

Channel	Usage
82	Pre-race Communications
12	Shipping Advice Premature Starters
73	Finishing Reports
16	Distress & Calling
67	Working, MSI

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

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

- A2.4 The following email address shall be used for email communications with Race Officials:

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 (0418 396 465) for all communications.

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

A3 RACE RADIO STATIONS

- A3.1 Kordia (*Charleville Radio*)
- H F Sign-On Schedule
 - Position Schedules
- A3.2 ORCV (*Ocean Racing*)
- VHF Sign-On VHF 82 (for satphone users)
 - Pre-race Communications (VHF 82)
 - Shipping Advice Broadcast (VHF 12)
 - Finishing Reports (VHF 73)
- A3.3 If noise levels are too high for good reception, 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 2100 on Thursday, 26 December 2019.
- 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 PRE – RACE COMMUNICATIONS

Yachts shall monitor communications on VHF Channel 82 between 1135 and 1235 on Friday 27 December 2019.

A6 HF SIGN-ON SCHEDULE

- A6.1 For yachts using HF radio, a sign on schedule will be conducted on the Day Race Frequency by Kordia (*Charleville Radio*) commencing at 1235 and concluding no later than 1415 on Friday, 27 December 2019.
- A6.2 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.
- A6.3 Yachts will be called in alphabetical order to confirm that they are starters in the race. If

intending to race, yachts must reply "*{yacht name} is a starter, we comply with the Notice of Race, {xx} persons on board, OVER*".

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

A7 SATPHONE SIGN-ON SCHEDULE

- A7.1 Yachts using satellite phones for position reporting shall undertake their Sign-On commencing 1235 using VHF Channel 82
- A7.2 Yachts will be called by *Ocean Racing* 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*".
- A7.3 Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.
- A7.4 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.
- A7.5 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.

A8 SHIPPING ADVICE BROADCAST

At 1415, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

- A8.1 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.
- A8.2 Yachts should revert to the Race Frequency and VHF Channel 16 when three miles clear of the Heads.

A9 PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

A10 HF POSITION SCHEDULES

- A10.1 For yachts using HF radios, position reporting schedules will be conducted by Kordia (*Charleville Radio*) at the following times (Reporting Time) and using the following frequency groups (Frequency Group):

Reporting Time	Frequency Group	Position Time
1805	Day	1800
0015	Night	0010
0535	Night	0530
1215	Day	1210

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

- A10.2 Yachts will report their position in degrees and whole minutes only of Latitude and Longitude.
- A10.3 At the conclusion of the schedule, yachts are encouraged to give safety-related information should the skipper consider it would be to the benefit and safety of the fleet, for example if conditions are severe. If weather conditions are given it is important that the transmission be kept brief and confined to factual information such as wind speed and direction and wave conditions.
- A10.4 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.
- A10.5 The first radio schedule will be at 0015 on Saturday 28 December 2019, continuing thereafter until each yacht has crossed the finish line or otherwise retired and reached a safe harbour.
- A10.6 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.

A11 SATPHONE POSITION SCHEDULES

- A11.1 Yachts using satellite phones will send their position reports to the Race Director by SMS message on 0418 396 465 within 5 minutes after the Reporting Time given in the following table:
- A11.2 The first satphone schedule will be at 0000 on Saturday 28 December 2019

Reporting Time	Actual Position	Estimated Position
1750	1750	1800
0000	0000	0010
0520	0520	0530
1200	1200	1210

- A11.3 Yachts will provide their actual position at the times given in the Actual Position column in the table in A11.2.
- A11.4 In addition, yachts will provide their estimated position at the times given in the Estimated Position column in the table in A11.1.
- A11.5 The SMS message used to report positions will have the following format:

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

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

- A11.6 The Race Director will provide reported positions to Charleville Radio who will relay them to the remainder of the fleet at the conclusion of the corresponding radio schedule.

A12 FINISHING REPORTS

- A12.1 When approximately 60 minutes sailing time from the Finishing Line, yachts shall SMS the Race Director and advise their estimated arrival time.
- A12.2 After the 60-minute report, radios should be set on VHF Channel 73 and monitored until the yacht has berthed and the Race Declaration made.
- A12.3 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.

- A12.4 In addition to the above, yachts must maintain their routine reporting schedules until they have crossed the finish line.

A13 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.

A14 RADIO FAILURE

- A14.1 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.

- A14.2 If you are able to receive only, listen at the scheduled times and be prepared to fire a white flare if requested to do so by the radio station to indicate your position.

- A14.3 Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.

- A14.4 Note also that mobile phone coverage exists when near the coastline. For those with appropriate antennas, 3/4G range can cover much of Bass Strait. If attempts to establish contact via VHF prove unsuccessful, it may be possible to contact the Race Director on 0418 396 465.

- A14.5 The reason for failure to report at the routine schedule times for any reason must be recorded on the yacht's Race Declaration (see *Appendix E Race Declaration*).

A15 YACHTS RETIRING

- A15.1 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.

- A15.2 Yachts that retire shall maintain their routine position reporting radio schedules until such time as they reach a safe harbour.

- A15.3 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.

A16 ASSISTANCE & INFORMATION

- A16.1 Tas Maritime Radio (TMR)

Tas Maritime Radio (TMR) have established a network of multi-frequency base stations around Tasmania and monitors VHF Channel 16 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 in the diagram in *A18 Tas Maritime Radio Network*.

A16.2 Marine Radio Victoria

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

A16.3 Repeater Networks

A number of Tasmanian 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 Repeater networks are shown in the map in *A19 Repeater Network*. It should be noted that these repeaters are not continuously monitored.

A16.4 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

A16.5 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.

A16.6 Weather

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

Period	Frequencies
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.

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

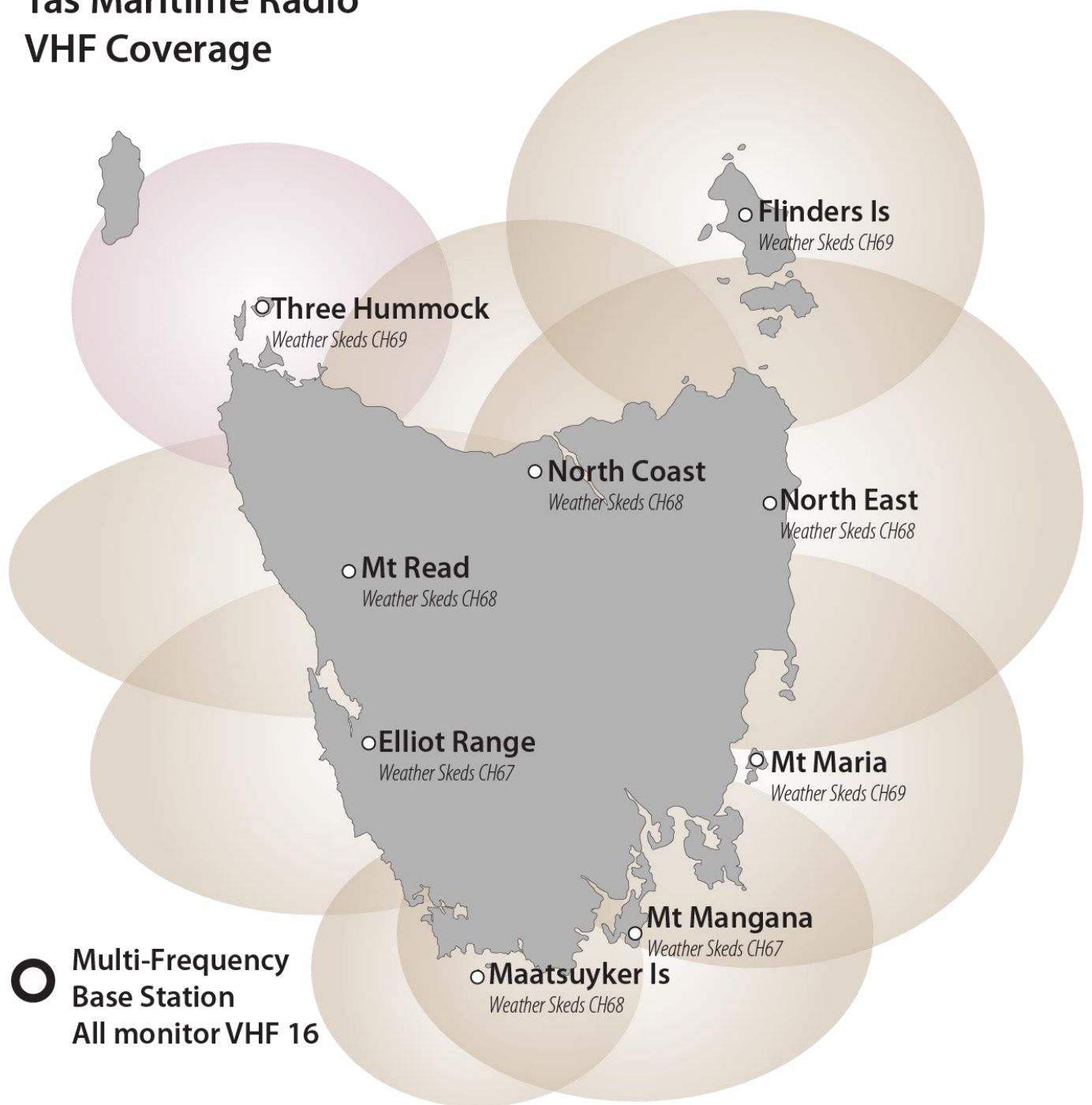
Navigation Maritime Safety Information notices are broadcast at 25 past each hour.

For more information and a complete schedule see www.bom.gov.au.

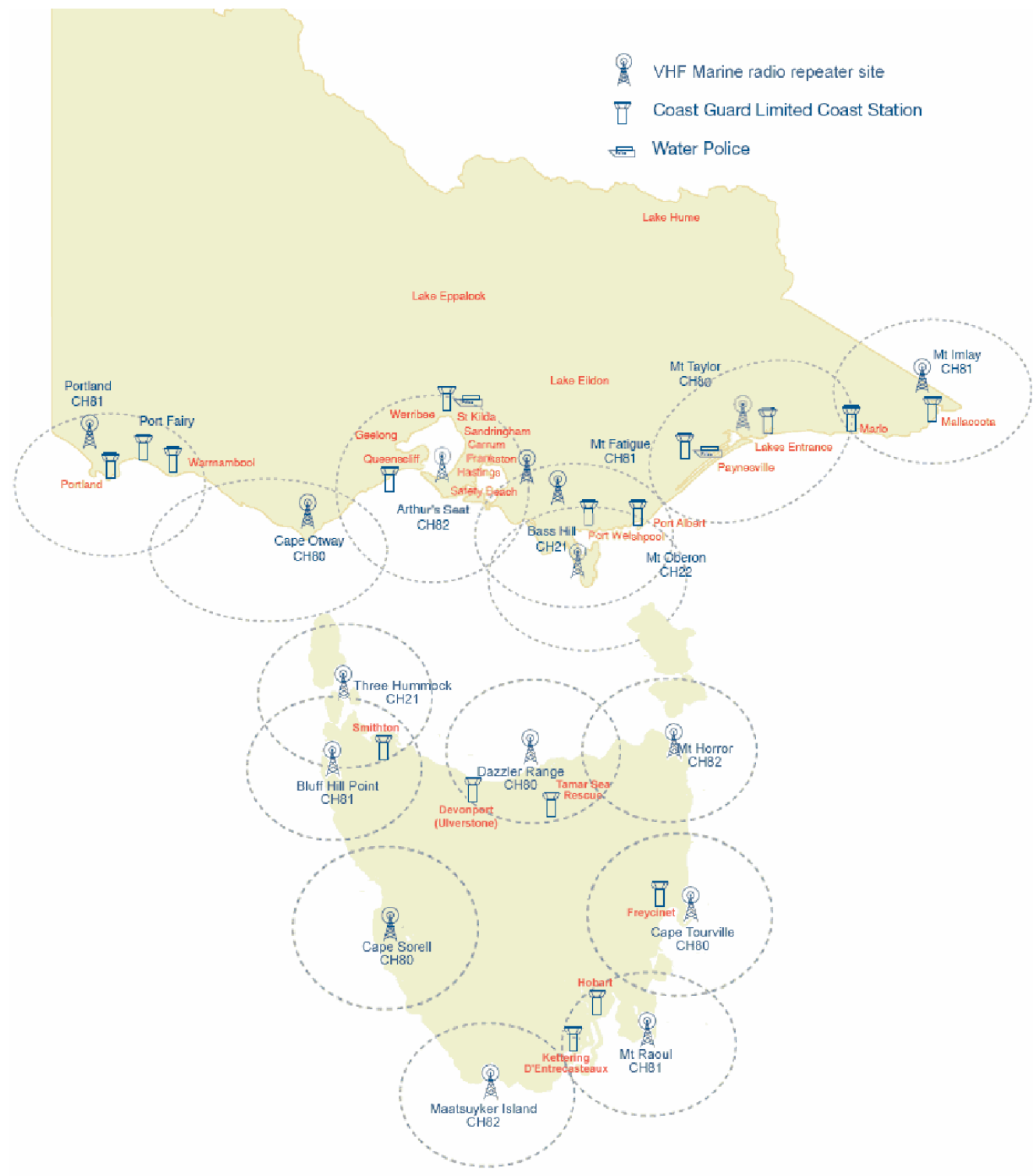
A17 SUMMARY

Date	Time	Action	Channel	Station
26 December	1800-2100	Crew Changes	0418 396 465	Race Director
27 December	0900	Compulsory Weather Briefing	BYS	Race Director
27 December	1135-1235	Monitor	VHF Channel 82	Ocean Racing
27 December	1235-1415	Sign-On Schedule (HF) Sign-On Schedule (non HF)	HF Day Frequency VHF Channel 82	Charleville Radio Ocean Racing
27 December	1415	Shipping Advice	VHF Channel 12	Ocean Racing
27 December	1425-1430	Starting Sequence	VHF Channel 12	Ocean Racing
27 December	1430	Individual recalls may be notified	VHF Channel 12	Ocean Racing
28 December	0000 0015	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Night Frequency	Race Director Charleville Radio
28 December	0520 0535	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Night Frequency	Race Director Charleville Radio
28 December	1200 1215	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Day Frequency	Race Director Charleville Radio
27 December	1750 1805	Position Schedule (SP) Position Schedule (HF)	0418 396 465 HF Day 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
60 minutes before finish		Finishing Report	VHF Channel 73 0418 396 465	Ocean Racing
Approaching finish line		Finishing Report	VHF Channel 73	Ocean Racing

Tas Maritime Radio VHF Coverage



A19 REPEATER NETWORK



Appendix B START

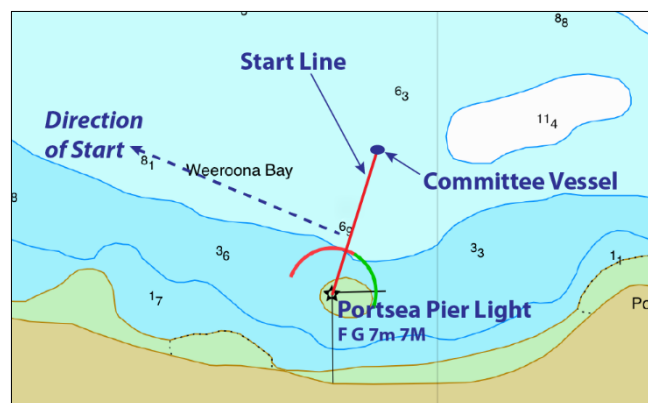
THIS APPENDIX CONTAINS INFORMATION ABOUT THE STARTING LINE AND THE STARTING PROCESS. NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS SHOWN MAY VARY ON THE DAY.

B1 START TIME

- B1.1 The start time will be 1430 on Friday, 27 December 2019 in the vicinity of Portsea Pier always allowing the Race Committee, at their discretion, to postpone to another time.
- B1.2 Yachts may elect to start at any time up to 12 hours after the start signal. Yachts intending to take this option shall respond when called at the Sign-On Schedule and state their intentions. They shall subsequently respond to all Position Schedules in accordance with the provisions of the Sailing Instructions
- B1.3 Yachts starting late are reminded that they must comply with the requirements of ORCV Special Regulation 6.

B2 STARTING LINE

- B2.1 The Starting Line shall be between the signal mast displaying an orange flag on the committee vessel at the starboard end of the line and the navigational beacon on the Portsea Pier at the port.



- B2.2 A pink inflatable crowding buoy may be laid in the vicinity of the committee vessel.
- B2.3 Yachts shall start in a North Westerly direction.
- B2.4 When the committee vessel is on station, after the preparatory signal and before correctly starting:
- Any yacht touching the crowding buoy or passing from the pre-start side of the starting line to the course side between the crowding buoy and the committee vessel shall return to the pre-start side of the line by passing to the course side of

and around the committee vessel before starting correctly.

- Any yacht passing from the course side to the pre-start side of the starting line between the crowding buoy and the committee vessel may have 60 minutes added to her elapsed time.

- B2.5 For the purpose of premature starters returning to start correctly or late starters arriving in the start area, if the committee vessel is no longer on station at the starting line, the crowding buoy shall be deemed to mark the starboard end of the starting line.

B3 START PROCESS

- B3.1 Races will be started in accordance with RRS 26, except that flares may be used in addition to some sound signals. Times shall be taken from the flag signals; failure of a flare or sound signal shall be disregarded.

1425 Warning Signal, one sound
ORCV Burgee displayed, white flare

1426 Preparatory Signal, one sound,
Code Flag P displayed

1429 One Minute Signal, long sound
Code Flag P removed

1430 Starting Signal, one sound
ORCV Burgee removed, green flare

- B3.2 Individual recalls shall be signalled by displaying Code Flag X with one sound.

- 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.

B4 POSTPONEMENTS

- B4.1 A postponement may apply if a Bureau of Meteorology Gale Warning is forecast for any part of the course.

- B4.2 Postponements will be signalled by displaying the Answering Pennant (AP). When displayed ashore (Clause 3.1), the Starting Sequence will not start for a minimum of 3 hours after AP has been lowered at BYS.

- B4.3 Between 1135 and 1235 any race postponement may be announced on VHF Channel 82.
- B4.4 After 1235 any race postponement may be announced during the Sign-On Schedule or, from 1415, on VHF Channel 12.
- B4.5 Clauses B4.3 and B4.4 amend RRS 27.3.
- B4.6 If the Answering Pennant (AP) is displayed on the Start Boat after it is On Station, AP will be lowered one minute before the postponed starting sequence commences.

Appendix C COURSE

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS SHOWN MAY VARY ON THE DAY.

C1 COURSE

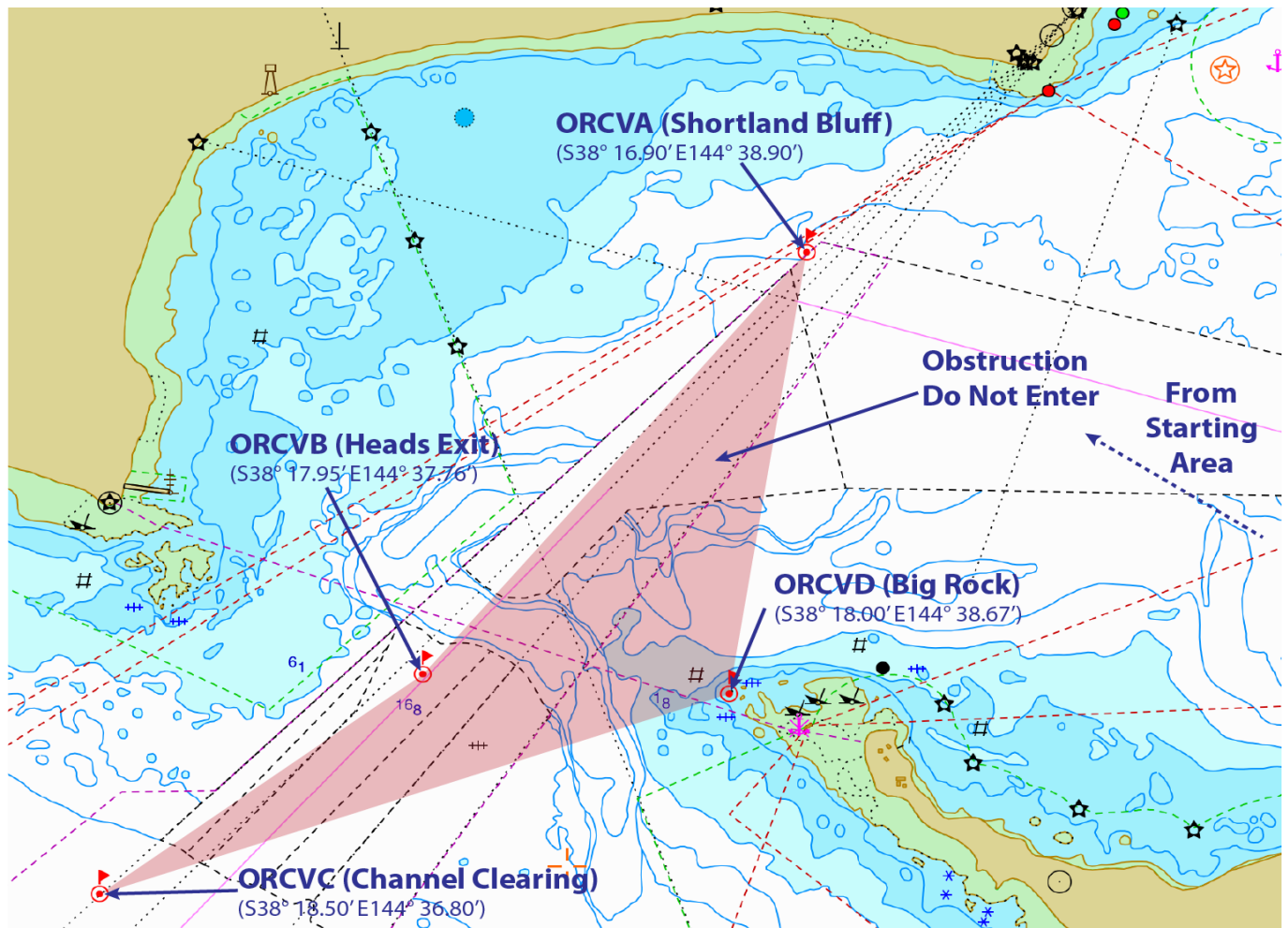
- From the starting line,
- Leave to Port a pink spherical buoy at S38° 16.90' E144° 38.9' in the vicinity of a vessel displaying an orange shape,
- Leave the Heads Exit Exclusion Zone as described in *C2 Heads Exit Exclusion Zone* to Port and
- Thence to the finishing line at Devonport.

C2 HEADS EXIT EXCLUSION ZONE

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

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

- C2.3 Yachts that sail within the bounds of this obstruction shall receive a 10% penalty to their elapsed time without a hearing. This alters RRS 63.1.
- C2.4 Yachts are required to record their track through the Heads using their chart plotter or similar device, and to take a photograph of this track to demonstrate compliance with the Heads Exclusion Zone provisions in this appendix. This photograph must be submitted to the Race Director on request..



Appendix D FINISH

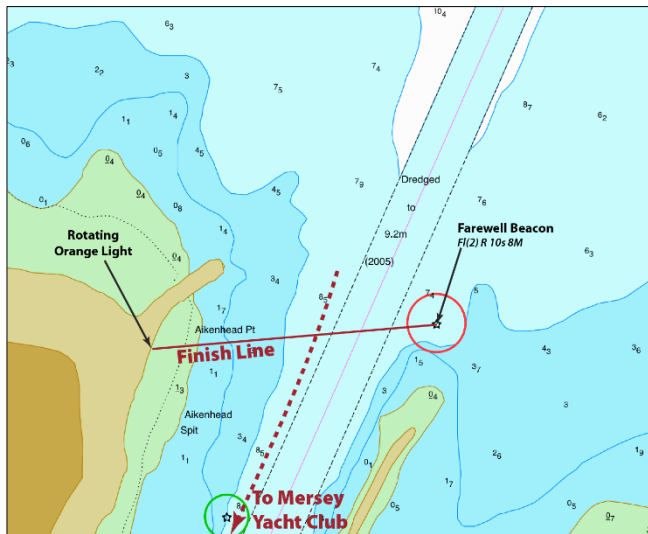
THIS APPENDIX DESCRIBES THE FINISHING LINE AND THE POST FINISHING PROCEDURES. NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS SHOWN MAY VARY ON THE DAY.

D1 REPORTING

Yachts approaching the finish line are required to report their position as described in A12 *Finishing Reports* and to monitor CHF Channel 73 continuously after their 60 Minute Report.

D2 FINISHING LINE

- 17.1. The finishing line shall be an imaginary line approximately 400m long at the mouth of the Mersey River between the Farewell Beacon (Fl(2) R 10s 8M) at S41° 09.957' E146° 22.229' on the Eastern side of the river mouth and a rotating orange light at the inner end of the breakwater on the Western side of the river mouth.



Note: Commercial shipping in the channel takes priority. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) while in the Mersey River.

- D2.1 Yachts shall finish by passing through the finishing line in a direction from North to South.

D3 FINISHING PROCESS

- D3.1 Yachts finishing at night are required to illuminate their sail numbers or turn on their spreader lights when approaching the finishing line. The race committee may request further aids to identification as yachts approach the line.

- D3.2 Unless circumstances prevent it, the finishing times of all yachts will be taken by the race committee at the finish but as a back-up, skippers are requested to record their own finishing 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 12 hours of the yacht finishing the race. Failure to comply may be taken to mean that the yacht has retired from the race.
- D4.2 Declarations 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 yacht proceeding directly to another port after finishing the race shall send their declaration to the Race Director by email or SMS as described above within one hour of finishing and advise its intentions at this time.

D5 ARRIVAL INFORMATION

- D5.1 On arrival and after finishing, yachts should proceed down the Mersey River and through the port area to reach the Mersey Yacht Club, as shown in the annotated charts under the heading "Mersey Yacht Club Access" below.
- D5.2 The Mersey Yacht Club may have a guide boat on the water to lead yachts from the finishing line up to the club. It is imperative that all yachts follow the guide boat crew's orders when following from the finish to MYC as the channels may have shifted and the existing markers could be misleading.
- 17.2. Yachts should take care not to impede commercial traffic entering and leaving the port.

D6 MOORING FACILITIES


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

- D6.3 Club members will direct all boats to an appropriate berth to moor and assist with lines.


D7 PRESENTATION

Results will be announced at Mersey Yacht Club on Saturday, 28 December 2019 or as advised at Devonport by SMS to skippers.

D8 DEVONPORT TIDES



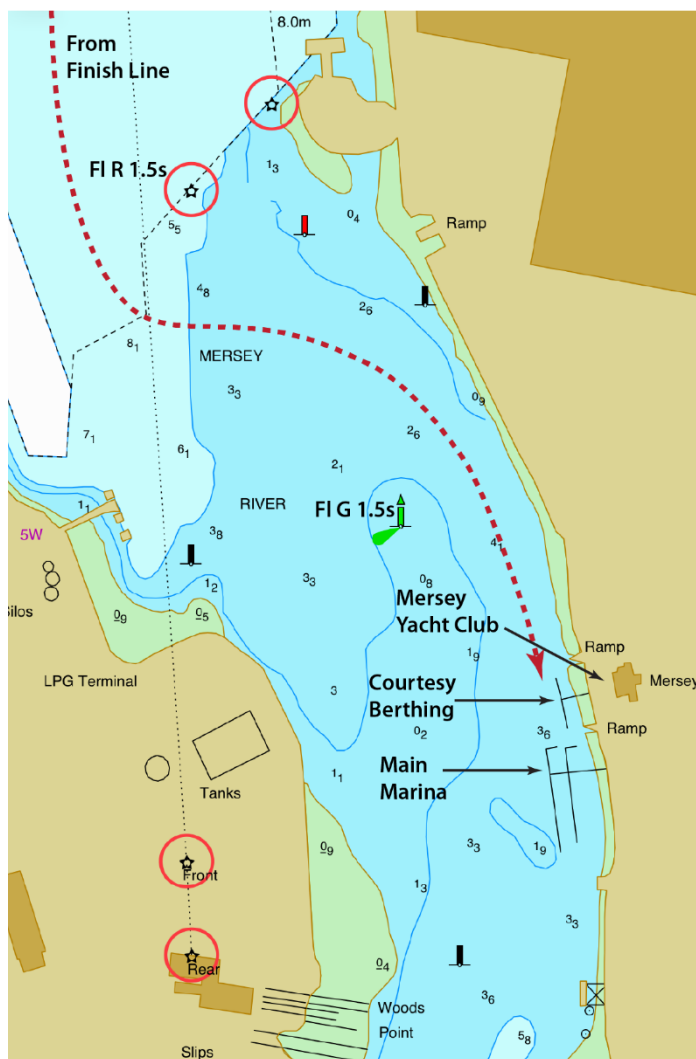
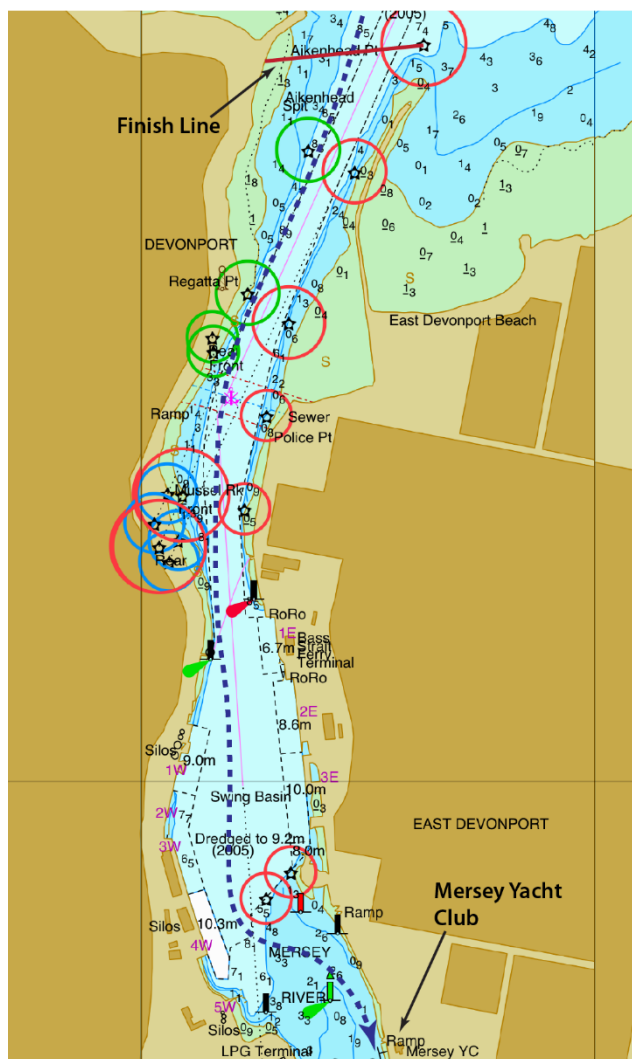
Devonport, TAS – December 2019 / January 2020


PRINT TABLE

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

FRI 27 DEC		SAT 28 DEC		SUN 29 DEC		MON 30 DEC		TUE 31 DEC		WED 1 JAN		THU 2 JAN	
HIGH	12:59 am 3.25 m	HIGH	1:55 am 3.29 m	HIGH	2:45 am 3.32 m	HIGH	3:32 am 3.32 m	HIGH	4:15 am 3.30 m	HIGH	4:54 am 3.28 m	HIGH	5:30 am 3.25 m
LOW	7:16 am 1.10 m	LOW	8:13 am 1.08 m	LOW	9:04 am 1.05 m	LOW	9:50 am 1.03 m	LOW	10:32 am 1.02 m	LOW	11:12 am 1.01 m	LOW	11:49 am 1.00 m
HIGH	12:55 pm 3.25 m	HIGH	1:50 pm 3.23 m	HIGH	2:42 pm 3.21 m	HIGH	3:30 pm 3.18 m	HIGH	4:14 pm 3.13 m	HIGH	4:56 pm 3.08 m	HIGH	5:37 pm 3.04 m
LOW	7:37 pm 0.44 m	LOW	8:30 pm 0.45 m	LOW	9:16 pm 0.49 m	LOW	10:00 pm 0.55 m	LOW	10:41 pm 0.62 m	LOW	11:19 pm 0.71 m	LOW	11:56 pm 0.80 m

Mersey Yacht Club Access



Appendix E RACE DECLARATION

Declaration

I, [Person in charge], being in charge of the

yacht [Yacht name] have adhered to the rules and conditions of the 2019 Melbourne to Devonport Rudder Cup Yacht Race and have noted any required declarations on the rear of this form.

- ☐ Please tick if you had a safety related incident or near miss during the race. If so, someone from the Incident Management Team will contact you for details.

..... [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 396 465.

Signed: [Person in Charge] [Date]

