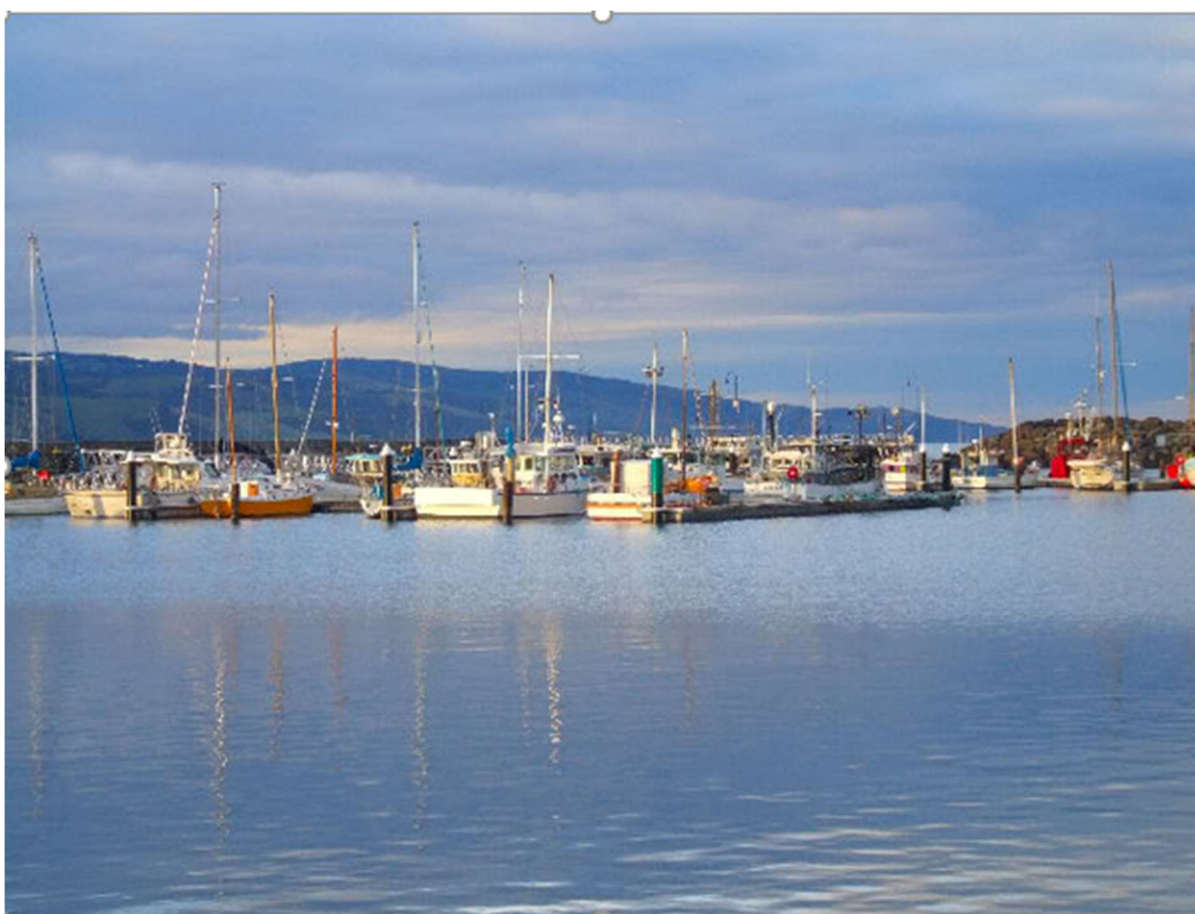


SAILING INSTRUCTIONS

2022 MELBOURNE TO APOLLO BAY YACHT RACE



APOLLO BAY
ORCV OCEAN RACE

Version 1.00 Final

AMENDMENTS

Number	Instructions Changed	Summary of Amendment

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Australia

SAILING INSTRUCTIONS

THE 2022 MELBOURNE TO APOLLO BAY 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.

1. RULES

1.1. The race shall be governed by the current versions of:

- The 2021-2024 Racing Rules of Sailing (RRS) of World Sailing (WS).
- The Prescriptions and Special Regulations of Australian Sailing (AS).
- The Special Regulations of the Ocean Racing Club of Victoria (ORCV).
- For yachts entered in AMS, the Rules and Regulations of the Australian Measurement System (AMS).
- For yachts entered in ORC, the Rules and Regulation of the Offshore Rating Congress (ORC).
- The Notice of Race.

except as amended by these Sailing Instructions.

1.2. 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 Preventing Collisions at Sea.

1.3. For the purpose of this race, the times of Sunrise and Sunset shall be as follows:

- Sunrise: **0712**
- Sunset: **1720**

2. NOTICES TO COMPETITORS

2.1. Notices to competitors will be posted on the ORCV website www.orcv.org.au.

2.2. Any change to the Sailing Instructions prior to race day may be posted on the ORCV website (www.orcv.org.au). Alterations will be announced during the Sign On Schedule or during the Shipping Advice Broadcast as detailed in *Appendix A Race Communications*.

3. THE START

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

4. THE COURSE

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

5. THE FINISH

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

6. PROTESTS & REQUESTS FOR REDRESS

6.1. Protests or requests for redress are to be lodged with an official of the ORCV or the ORCV office no later than 1200 on Monday, 16 May 2022.

6.2. A yacht intending to protest or request redress must inform the Race Director, giving any details as may be known at the time, using her Declaration, on a Protest 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 on Monday, 16 May 2022.

6.5. The Protest Committee shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.3).

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), including any modification noted in the Notice of Race, 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 (amends RRS 44.3).
- 7.5. A yacht's failure to report her position in accordance with SI A8 without reasonable cause will be a minor infringement at the Race Director's discretion, having regard to the circumstances.
- 7.6. A yacht that sails within the bounds of the Heads Exclusion Zone, described in SI C3, shall receive a 10% penalty to her elapsed time.

8. YACHTS RETIRING

A yacht retiring shall inform the Race Director as described in SI A12 *Yachts Retiring*.

9. SAFETY REGULATIONS

- 9.1. The Safety Category and regulations are as set out in the Notice of Race.
- 9.2. 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.
- 9.3. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.
- 9.4. In particular, 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 Port Phillip Heads, sailing at night and when the weather or weather forecast indicates heightened risk. For full details, consult the Transport Safety Victoria website (www.transportsafety.vic.gov.au).
- 9.5. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) while 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.
- 9.6. In the event of avoiding action becoming necessary, a yacht may start her engine and motor, on a course perpendicular to the ship's track for as long as necessary, to avoid a shipping hazard. A yacht that takes such action shall return to the location she 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.
- 9.7. 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.
- 9.8. A yacht or her equipment may be inspected at any time before the warning signal or after her finish, for compliance with the ORCV safety rules, the Notice of Race and these Sailing Instructions.
- 9.9. A yacht may be disqualified, at the absolute discretion of the Race Director, from participating or continuing to participate in the Race if the Race Director believes that it is unsafe for that yacht to commence the Race or continue to race.
- 9.10. Yachts must complete the Return Voyage Plan included as part of Appendix E [Race Declaration](#).

10. UNSUITABLE CONDITIONS

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

11. RACE COMMUNICATIONS

Race communications procedures are detailed in *Appendix A Race Communications*.

12. DISCLAIMER OF LIABILITY

- 12.1. All those taking part in this race do so at their own risk and responsibility.
- 12.2. Acceptance of a yacht as an entrant in the race is not to be taken as express or implied acceptance on the part of the ORCV and/or any of its Flag Officers, Committee Members, Equipment Auditors, Employees, Volunteers 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 3 "Decision to Race" of the RRS which states:

"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

13. 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 phones.
- A1.2 It is compulsory for yachts to respond to all scheduled radio communications, including the Sign-On Schedule and the Position Schedules. Penalties for missing any Position Schedule are given in SI 7.5.
- A1.3 Yachts must not give false or misleading position reports.
- A1.4 Yachts must not interfere with the operation of any tracking units.
- A1.5 Yachts with AIS transponders must have them switched on at all times, transmitting the yacht's MMSI and position.
- A1.6 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

A2 COMMUNICATION CHANNELS

- A2.1 Any VHF channels to be used will be from the following list:

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

- A2.2 Any mobile phone numbers to be used will be from the following list:

Number	Usage
0418 396 465	Start Director's Phone: <ul style="list-style-type: none">• Crew changes• Back up position reporting
0418 396 605	Race Director's Phone <ul style="list-style-type: none">• Finishing

- A2.3 The following email address may be used:

Email Address	Usage
Race.Director@orc.vic.org.au	Race Director messages

- A2.4 Yachts are required to monitor VHF Channel 82 starting at **0415**. This channel will be used to notify yachts of any changes to any procedural matters.

A3 RACE RADIO STATIONS

- A3.1 ORCV (*Ocean Racing*)

- Pre-race Communications (VHF 82)
- Shipping Advice Broadcast (VHF 12)
- Premature starters (VHF 12)
- Finishing Reports (SMS, VHF 73)
- Heads Exit photographs (SMS)
- Race Declarations (SMS)
- Race Frequency VHF 82

A3.2 Any other yacht or station nominated by Ocean Racing will provide assistance where necessary.

A3.3 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 Start Director's mobile phone (**0418 396 465**) between **1800** and **2000** on Friday, 13 May 2022.

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 phone number.

A4.3 After any crew changes, the crew eligibility requirements, as set out in the Notice of Race, must still be satisfied.

A5 SMS AND VHF SIGN-ON SCHEDULE

A5.1 At approximately **0430**, an SMS message will be sent to the mobile phone number registered for each yacht asking if the yacht intends to race. A yacht intending to race shall follow the link in the SMS and respond to the questions presented to indicate whether the yacht will be racing or not and, if so, how many persons will be on board and confirmation of compliance with the NoR. All responses should have been sent by **0445**.

A5.2 A Sign-On Schedule will be conducted on VHF Channel 82 by the ORCV (*Ocean Racing*) commencing at **0505** and concluding no later than **0530** on Saturday, 14 May 2022.

A5.3 All yachts shall monitor the Sign-On Schedule and respond if called upon to do so.

A5.4 Each yacht which has not had an SMS response recorded, or for which there is a PoB query, will be called in alphabetical order to confirm that she is a starter in the race. If intending to race, a yacht must reply "*{yacht name} is a starter, we comply with the Notice of Race, {xx} persons on board, OVER*".

A5.5 A yacht that does not respond on the first call from Ocean Racing must wait until she is called again at the end of the Schedule.

A5.6 Any yacht failing to respond on the Race Frequency during this Schedule shall not be considered a starter in the event and shall be scored DNS.

A5.7 Any changes to these Sailing Instructions will also be announced during the Schedule.

A5.8 Any changes to the stations and frequencies used for the Sign-On Schedule will be notified prior to the Sign-On Schedule on VHF Channel 82.

A5.9 If a yacht is having difficulties with the SMS or VHF process, she should contact the Start Director via an SMS text message to 0418 396 465.

A6 SHIPPING ADVICE BROADCAST

At **0530**, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

A6.1 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.

A6.2 Yachts should revert to the Race Frequency and VHF Channel 16 when three miles clear of the Heads.

A7 PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

A8 POSITION SCHEDULE

- A8.1 Position Reporting Schedules will be conducted by the ORCV (*Ocean Racing*) on VHF Channel 82 at **1205** and **1705** on Saturday, 14 May 2022. The position reported will be the yacht's position at **1200** and **1700** as applicable.
- A8.2 Each yacht will report her position in degrees and whole minutes only of Latitude and Longitude.
- A8.3 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. Any such reports should be kept as brief as possible and give factual information.
- A8.4 At the discretion of the Race Director, notice may be given at the Position Schedule instituting additional reporting requirements.

A9 FINISHING REPORTS

- A9.1 Once a yacht is estimated to be 30 minutes from the finish, she must report by SMS as described in SI D1.1.
- A9.2 A second report, via VHF Channel 73, is required when a yacht passes the virtual turning mark ABT as described in SI D1.4. (Note that ABT is not the same as AB from 2021.)

A10 Ad Hoc COMMUNICATIONS

Yachts needing to make contact with Ocean Racing not during the Position Schedule or Reporting time should do so using one of the following methods:

Method	Period
VHF 82	This repeater channel will be monitored at most times although reception may be difficult inshore due to the geography of the coast.
VHF 73	The channel will be monitored at all times but the range will be limited to line of sight of Apollo Bay.
0418 396 605	There is reasonable mobile phone reception all along the coast. If a satphone is available, this may be used if preferred.
VHF 16	If all the above fail or it is an emergency, Marine Radio Victoria (Kordia) may be contacted on this channel.

A11 RADIO FAILURE

- A11.1 In the event of a VHF radio failure after the start of the race, every effort should be made to contact the Race Director by mobile phone (0418 396 605).
- A11.2 Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.
- A11.3 The reason for failure to report at the Position Schedule time for any reason must be recorded on the yacht's Appendix E [Race Declaration](#).

A12 YACHTS RETIRING

- A12.1 Should a yacht retire from the race, every effort must be made to advise the ORCV (*Ocean Racing*) or the Race Director by phone 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.
- A12.2 Yachts that retire shall maintain any required Schedules and Reports until such time as they reach a safe harbour.

- A12.3 Within two hours of arrival at a safe harbour, contact must be made with ORCV (*Ocean Racing*) by radio or the Race Director's phone (0418 396 605) to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A13 ASSISTANCE & INFORMATION

- A13.1 The ORCV supplied trackers have a distress function. Crews should familiarise themselves with the operation of this function.

- A13.2 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.

- A13.3 Repeater Network

Some VHF repeaters are also available in the race area. The Victorian repeaters are shown in the diagram in SI A15. It should be noted that these repeaters are not continuously monitored.

- A13.4 Additional Stations

In addition, the following station may be of assistance:

- Ocean Racing – VHF Channel 16, 73 and 82

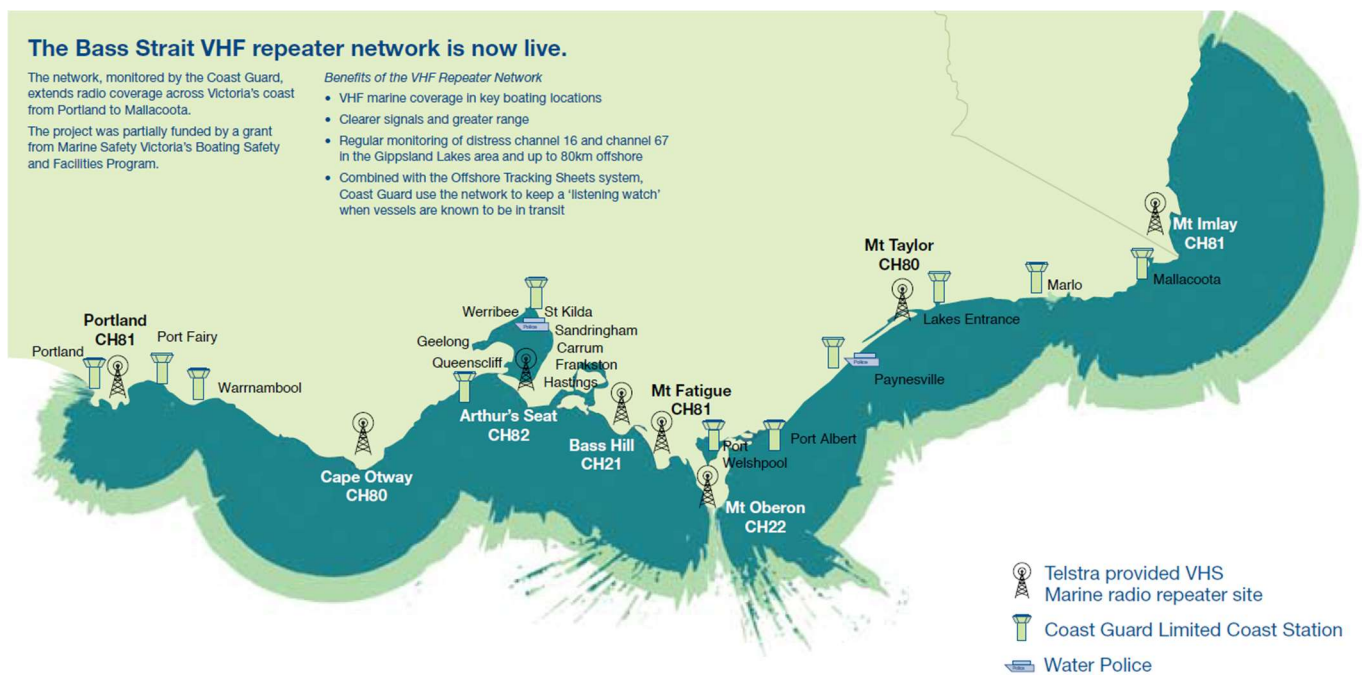
- A13.5 Weather

Most coastal radio stations provide regular local weather forecasts on VHF radio, with instructions and broadcast times announced regularly on Channel 16. Remember to always listen on Channel 16 for distress and safety calls.

A14 SUMMARY

Date	Time	Action	Channel	Station	Ref
13 May	1800-2000	Crew Changes	0418 396 465	Start Director	SI A4
14 May	0415-0530	Monitor	VHF Channel 82	Ocean Racing	SI A2.4
14 May	0430-0445	SMS Sign-On	0418 396 465	Start Director	SI A5
14 May	0505-0530	Sign-On Schedule	VHF Channel 82	Ocean Racing	SI A5
14 May	0530	Shipping Advice	VHF Channel 12	Ocean Racing	SI A6
14 May	0540-0545	Starting Sequence	VHF Channel 12	Ocean Racing	SI B4
14 May	0545	Individual recalls may be notified	VHF Channel 12	Ocean Racing	SI A7, B4
14 May	1205	Position Schedule	VHF Channel 82	Ocean Racing	SI A8
14 May	1705	Position Schedule	VHF Channel 82	Ocean Racing	SI A8
Finish – 30 minutes out		Finishing Report	SMS 0418 396 605 VHF Channel 73	Race Director Ocean Racing	SI A9, D1
Finish – when Passing Mark ABT		Finishing Report	VHF Channel 73	Ocean Racing	SI A9, D1

A15 REPEATER NETWORK



Appendix B START

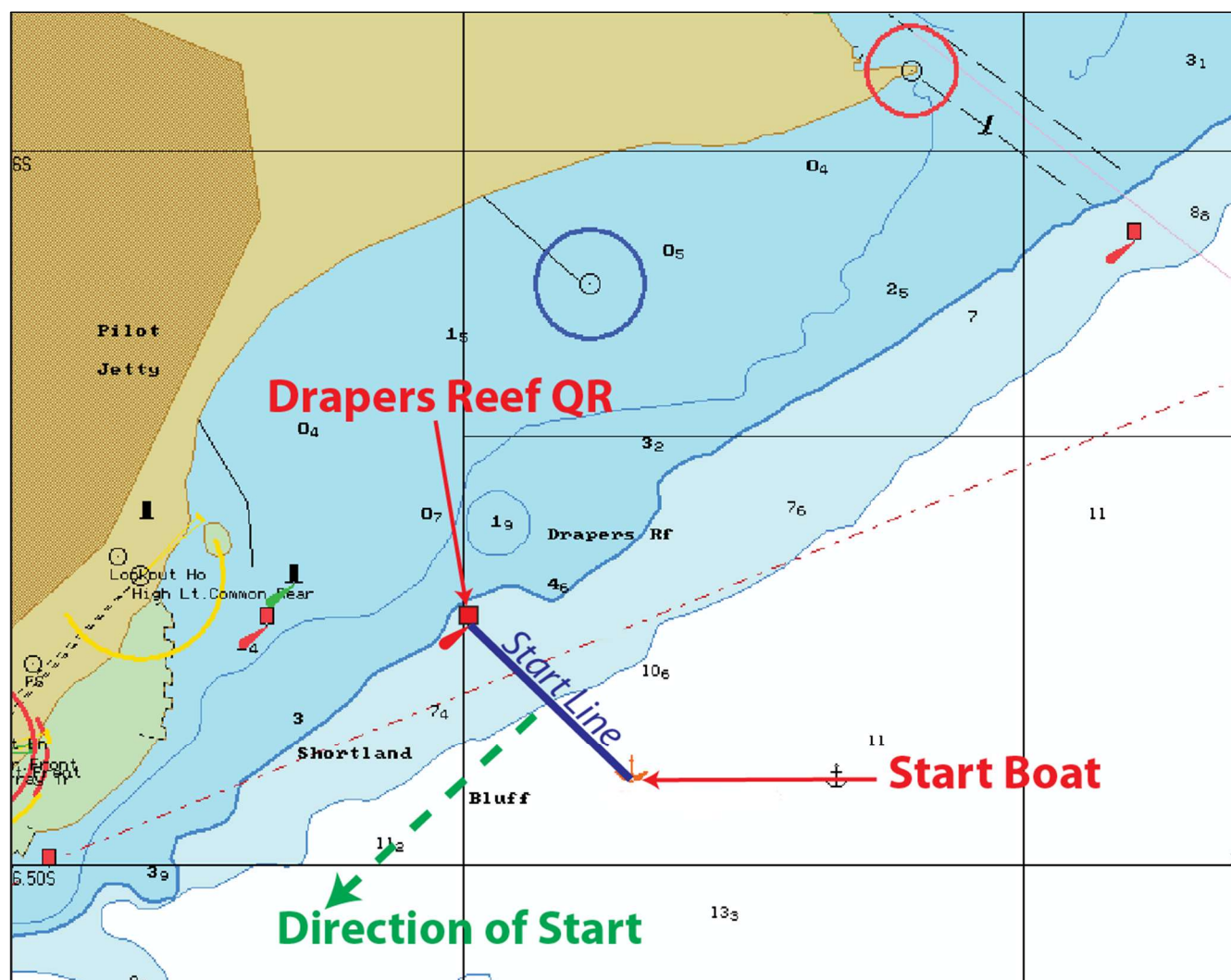
THIS APPENDIX CONTAINS INFORMATION ABOUT THE STARTING LINE AND THE STARTING PROCEDURES. NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR ILLUSTRATIVE PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND, APART FROM VIRTUAL MARKS, THE POSITIONS SHOWN MAY VARY ON THE DAY.

B1 START TIME

The start time will be **0545** on Saturday, 14 May 2022 in the vicinity of Drapers Reef, Queenscliff, unless postponed to another time at the discretion of the Start Director

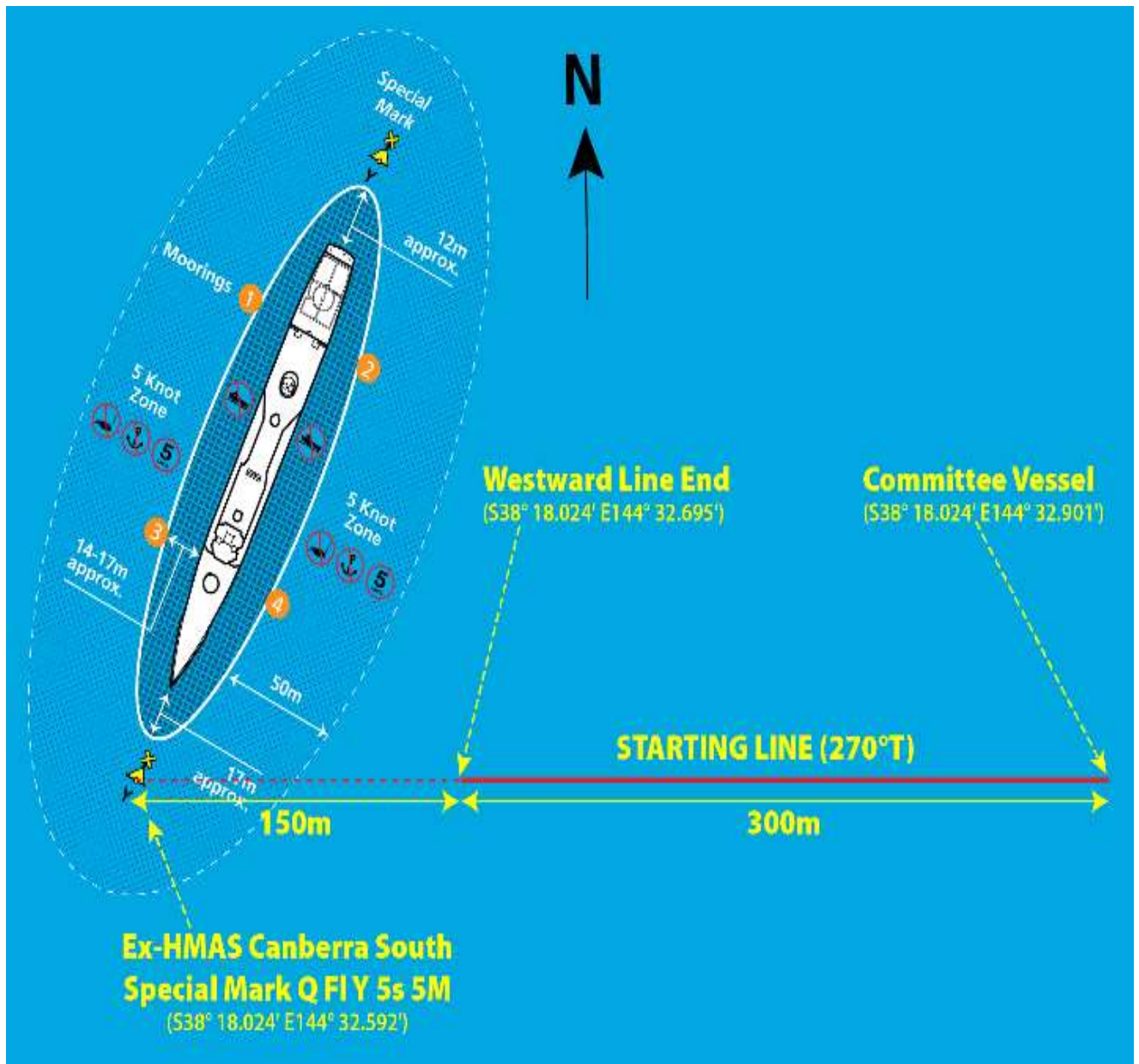
B2 STARTING LINE

- B2.1 The Starting Line shall be an imaginary line between a Quick Flashing Red (QR) Light on the Drapers Reef Pile and a vessel or a buoy with a rotating blue light approximately 300 metres to the south east.
- B2.2 In the event of rough weather or other unforeseen difficulties, the vessel or buoy may not be in position. In this case the starting line will be an extension of an imaginary line from a rotating amber light on shore and the Draper's Reef Light, this line running almost east to west to a distance not exceeding 400 metres.
- B2.3 Yachts shall start in a South-Westerly direction.



B3 ALTERNATIVE STARTING LINE

- B3.1 If the Start Director determines it necessary, an Alternative Starting Line may be announced by the Start Director.
- B3.2 If the Alternative Starting Line is to be used, this will be announced at the Sign-On Schedule along with a revised start time to enable competitors to reach the start location.
- B3.3 After clearing the Heads on the way to the start, yachts will set their radios to VHF Channel 82 in case further instructions need to be given to the fleet. All such notices will be given on VHF Channel 82 until the start has completed.
- B3.4 The Alternative Starting Line shall be an imaginary line beginning 150m to the East of the Quick Flashing Special Mark (Q FI Y 5s 5M) at the seaward end of the Ex-HMAS Canberra Dive Site and a vessel with a rotating blue light approximately 450 metres to the East.
- B3.5 The Quick Flashing Special Mark is located at approximately S38° 18.024' E144° 32.592'. The inner (westward) end of the starting line is at approximately S38° 18.024' E144° 32.695'. The outer (eastward) end of the starting line is at approximately S38° 18.024' E144° 32.901'.
- B3.6 Yachts shall start in a Southerly direction.
- B3.7 If the start vessel is unable to be present, the start sequence will be conducted by radio on VHF Channel 82.



B4 START PROCEDURE

B4.1 Races will be started using the following signals with flares replacing flags as visual signals.

0540 Warning Signal (white flare)

0545 Starting Signal (green flare)

There will be no Preparatory or One Minute signals (amends RRS 26).

B4.2 Individual recalls may be signalled by one white flare. Premature starters may be identified on VHF Channel 12 (amends RRS 29.1).

B4.3 There will be no General Recall (amends RRS 29.2).

B5 POSTPONEMENTS

B5.1 A postponement may apply if a Bureau of Meteorology Gale Warning is forecast for any part of the course.

B5.2 Postponements will be announced by SMS to each yacht on her primary registered contact phone. In addition, an announcement may be made on VHF Channel 82 before the Sign-On Schedule (amends RRS 27.3).

Appendix C COURSE

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED. **NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR ILLUSTRATIVE PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND, APART FROM VIRTUAL MARKS, THE POSITIONS SHOWN MAY VARY ON THE DAY.**

C1 PRIMARY COURSE

For races starting inside Port Phillip Heads at the starting line described in SI B2:

- From the starting line,
- Avoiding the Heads Exclusion Zone as described in SI C3,
- Leave virtual Mark ABT located at S38 45.134 E143 40.925 to Port; and
- Finish in a southerly direction at Apollo Bay.

C2 ALTERNATIVE COURSE

For races starting outside Port Phillip Heads as described in SI B3:

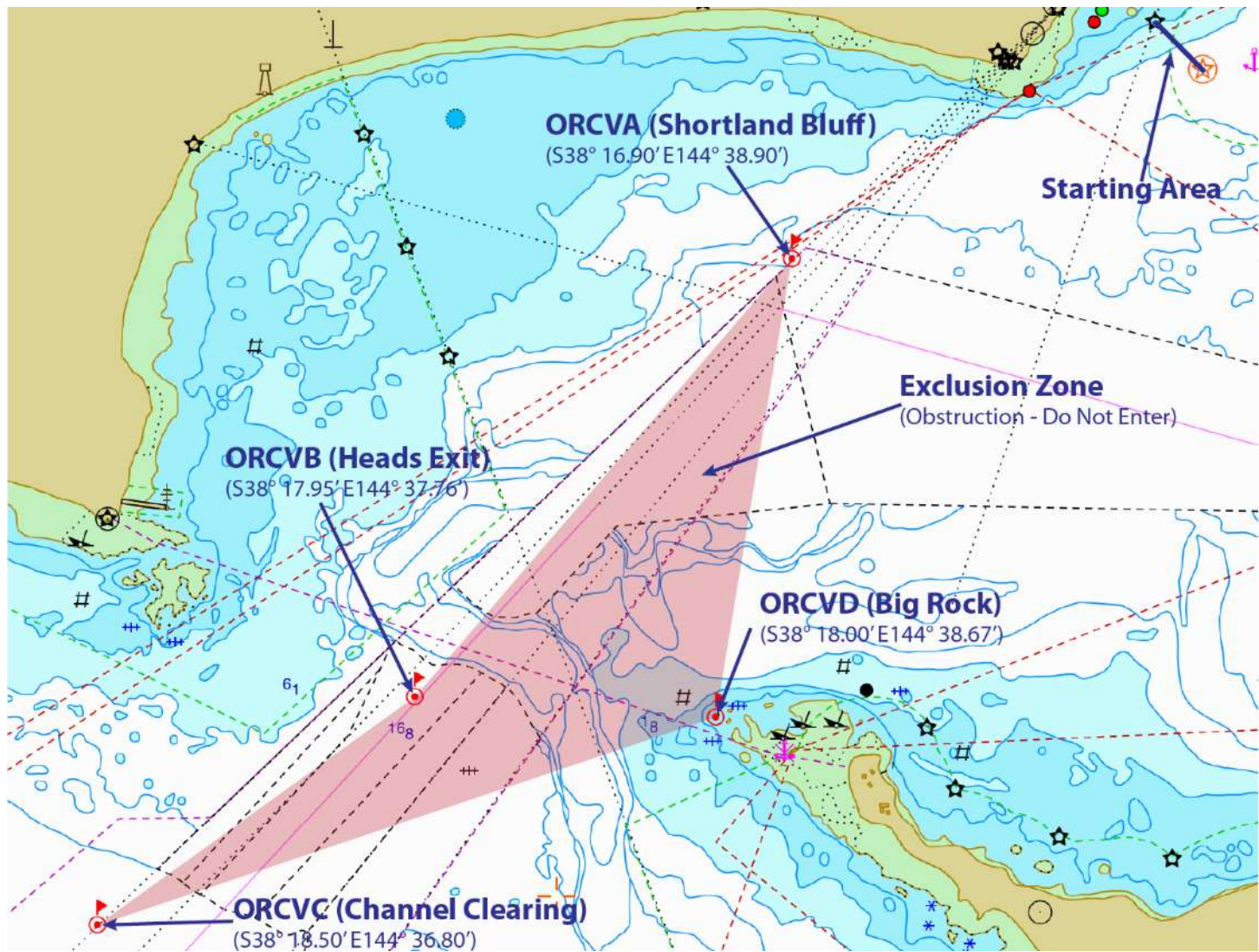
- From the starting line;
- Leave virtual Mark ABT located at S38 45.134 E143 40.925 to Port; and
- Finishing in a southerly direction at Apollo Bay.

C3 HEADS EXCLUSION ZONE

- C3.1 Yachts are required to keep out of the main channels in Port Phillip Heads and to avoid obstructing shipping. The area bounded by the following locations, shown in the diagram below, 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

- C3.2 Yachts shown or found to have sailed within the bounds of this obstruction may be protested and will be penalised as described in SI 7.6.
- C3.3 If requested yachts are required to submit a smart phone photograph by SMS to the Race Director on 0418 396 605 showing compliance with the Heads Exclusion Zone provisions in this appendix.



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 ILLUSTRATIVE PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND, APART FROM VIRTUAL MARKS, THE POSITIONS SHOWN MAY VARY ON THE DAY.

D1 REPORTING

- D1.1 Each yacht is required to SMS the Race Director's phone **(0418 396 605)** when she is about 30 minutes from the finish, advising her location and estimated time of arrival at the finishing line.
- D1.2 A yacht with no mobile phone reception may use VHF Channel 73 to make the same report to *Ocean Racing*.
- D1.3 The SMS reporting messages should be in the following format:

Fin {Yacht} {SN}, {dd mm ddd mm} hh:mm

where {Yacht} is the yacht's name, {SN} is her sail number, {dd mm ddd mm} is the degrees and minutes of latitude and longitude of her current position and {hh:mm} is her estimated finish time.

After the 30 minutes report, radios should be left on VHF Channel 73 to enable communications with the Race Director.

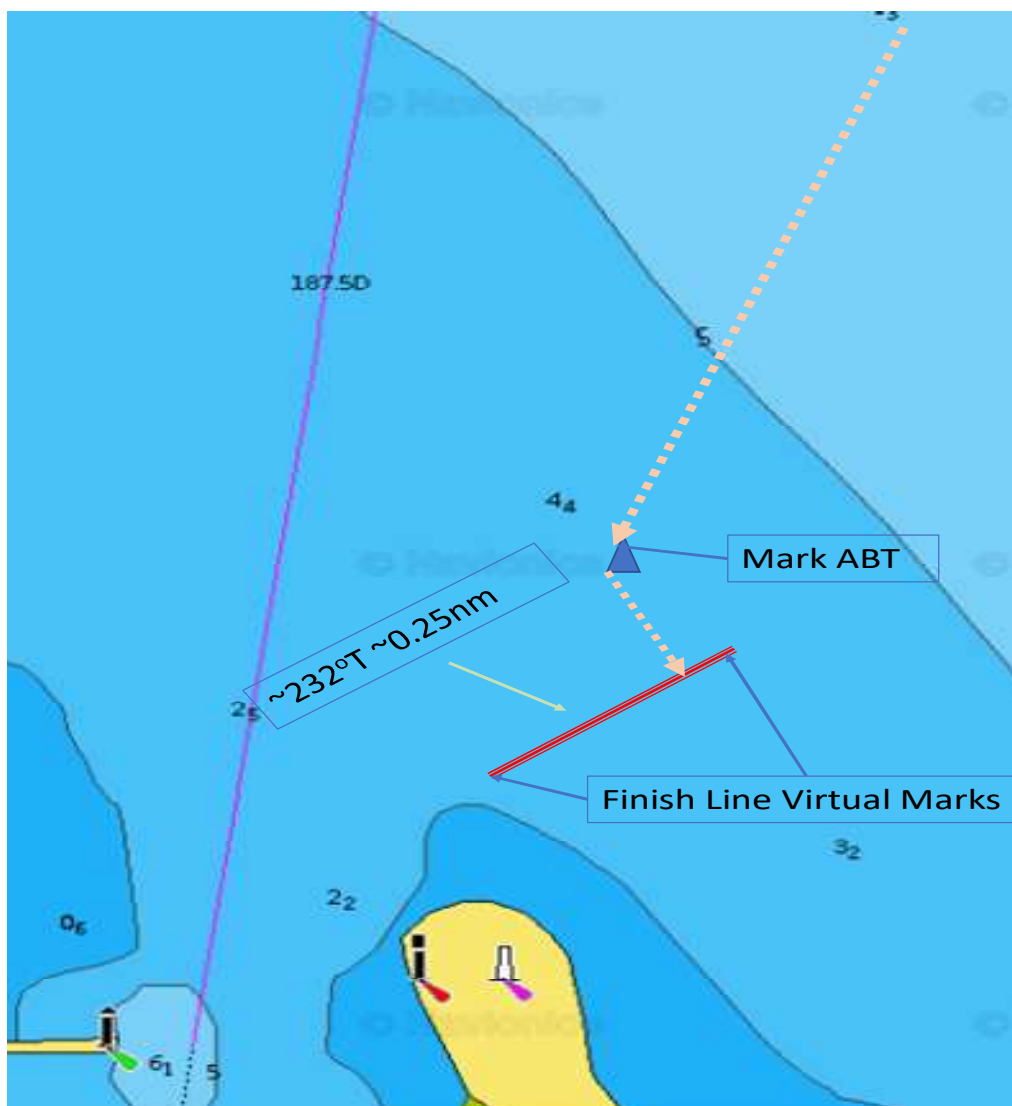
- D1.4 As a yacht passes virtual Passing Mark ABT (leaving to port), she shall call Ocean Racing on VHF Channel 73 to report her imminent arrival.

Note: This is especially important at night or when visibility is limited. A yacht that fails to make this call in a timely manner may not receive an accurate finishing time.

- D1.5 In addition to the above, each yacht must maintain any routine radio Schedules and Reports until she has crossed the finishing line.
- D1.6 After finishing, the radio should be left on, to facilitate communications with the Race Director, until the yacht has berthed or, for a yacht proceeding directly to another port, the Race Declaration has been lodged.

D2 FINISHING LINE

- D2.1 The finishing line is an imaginary line between virtual marks located at -
- S38°45.206' E143° 40.988' and
 - S38°45.374' E143° 40.716
- D2.2 The line is approximately 0.25 nm long bearing approximately 232 degrees True
- D2.3 Yachts shall finish in a southerly direction.



D3 FINISHING PROCEDURE

D3.1 A yacht finishing at night is required to illuminate her sail number or turn on her spreader lights when approaching the finishing line. The Race Director may request further aids to identification as a yacht approaches the line.

Unless circumstances prevent it, the finishing times of each yacht will be taken by the Race Director 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 Director of this time if requested.

D4 DECLARATIONS

D4.1 Each yacht is required to lodge a declaration on the form provided in [RaceDeclaration](#) with the Race Director within 1 hour 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 handed manually or 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, they should report the circumstances on the back of this declaration form.

- D4.4 Any yacht proceeding directly to another port after finishing the race shall send its 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 MOORING FACILITIES

- D5.1 Berths are available on the North side of the harbour (inner side of the breakwater).
- D5.2 Harbour soundings will be advised by ORCV closer to the race time.
- D5.3 Attempting to enter the harbour during strong easterlies can be very hazardous.
- D5.4 Further information, covering both draft and expected sea state will be emailed to skippers on Monday 9 May 2022 and again later in the week if strong easterlies are forecast.

D6 CREW BEHAVIOUR

- D6.1 All participants are reminded that they are expected to comply with the Australian Sailing member protection policies described in <https://www.sailingresources.org.au/clubresources/memberprotection/>.
- D6.2 Please note that crew behaviour is the responsibility of the skipper at all times, including during any post race celebrations.
- D6.3 Please be mindful of others and be aware of your behaviour as you would be in the High Street of your home town.
- D6.4 No flares of any type are to be fired while the yacht is moored at Apollo Bay Boat Harbour. Civil authorities have severe penalties for any offenders. Skippers are reminded that the best way of ensuring that no flares are fired from yachts is to place them under lock and key.

D7 APOLLO BAY TIDES

Tide Predictions - Bureau of Meteorology

<http://www.bom.gov.au/australia/tides/>

Apollo Bay, VIC – May 2022

THU 12 MAY		FRI 13 MAY		SAT 14 MAY		SUN 15 MAY		☉ MON 16 MAY	TUE 17 MAY		WED 18 MAY		
LOW	12:36 am 1.04 m	LOW	1:42 am 1.04 m	LOW	2:50 am 0.97 m	LOW	3:45 am 0.83 m	LOW	4:32 am 0.65 m	LOW	5:16 am 0.46 m	HIGH	12:18 am 1.71 m
HIGH	6:50 am 1.45 m	HIGH	8:53 am 1.56 m	HIGH	10:13 am 1.76 m	HIGH	11:12 am 1.96 m	HIGH	12:01 pm 2.13 m	HIGH	12:46 pm 2.25 m	LOW	6:00 am 0.30 m
LOW	12:28 pm 1.01 m	LOW	1:51 pm 1.17 m	LOW	3:22 pm 1.23 m	LOW	4:32 pm 1.21 m	LOW	5:30 pm 1.14 m	LOW	6:20 pm 1.05 m	HIGH	1:30 pm 2.29 m
HIGH	7:34 pm 1.69 m	HIGH	8:43 pm 1.69 m	HIGH	9:47 pm 1.71 m	HIGH	10:43 pm 1.72 m	HIGH	11:32 pm 1.72 m			LOW	7:08 pm 0.95 m

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Appendix E RACE DECLARATION

I, [Person in charge], being in charge of the yacht [Yacht name] have adhered to the rules and conditions of the 2022 Melbourne to Apollo Bay 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:
Send an SMS to the Race Director as follows:	<ul style="list-style-type: none"> • First: Upon re-entry through Port Phillip Heads • Second: Upon arrival at your home marina.
Same crew as for race	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below

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

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

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

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

Signed: [Person in Charge] [Date]