

SAILING INSTRUCTIONS

2023 MELBOURNE TO KING ISLAND YACHT RACE



Organised by the ORCV with the co-operation and assistance of the King Island Boat Club

KING ISLAND
ORCV OCEAN RACE

Version 1.00 Final

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AMENDMENTS

Number	Instructions Changed	Summary of Amendment

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SAILING INSTRUCTIONS

THE 2023 MELBOURNE TO 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 INC WITH THE CO-OPERATION AND ASSISTANCE OF THE KING ISLAND BOAT CLUB.

1. RULES

- 1.1. The rules for the Race shall be:
- 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),
 - Where a yacht is entered under AMS, the rules and regulations of the Australian Measurement System (AMS),
 - Where a yacht is entered under ORC, the rules and regulations of the Offshore Rating Congress (ORC),
 - Where a yacht is entered under IRC, the rules and regulations of the International Rating Certificate (IRC) Parts A, B and C,
 - The International Regulations for Preventing Collisions at Sea,
 - 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 Preventing Collisions at Sea.
- 1.4. For the purpose of the Race, the times of Sunrise and Sunset shall be as follows:
- Sunrise: 0715
 - Sunset: 1943

2. NOTICES TO COMPETITORS

- 2.1. Any notices to competitors will be posted on the ORCV website www.orcv.org.au and Skippers will be advised by SMS before 1200 on Thursday 9 March 2023..
- 2.2. Any change to the Sailing Instructions, prior to 1200 on Thursday 9 March 2023, will be posted on the ORCV website (www.orcv.org.au).
- 2.3. The Skipper and Navigator shall attend a compulsory online briefing with the briefing date, time and joining arrangements to be advised.
- 2.4. Any further alterations to the Sailing Instructions will be advised after the Sign-On Schedule or during the Shipping Advice Broadcast, as detailed in Race Communications.

3. SIGNALS MADE ASHORE

- 3.1. There will be no signals made ashore.

4. CLASS FLAG

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

5. THE START

- 5.1. The start is as described in Appendix B Start.

6. THE COURSE

- 6.1. The course is as described in Appendix C Course.

7. THE FINISH

- 7.1. The finish is as described in Appendix D Finish.

8. PROTESTS & REQUESTS FOR REDRESS

- 8.1. Any protests or request for redress shall be lodged with the ORCV Race Director no later than 1200 on Tuesday 14 March 2023.
- 8.2. Any yacht intending to protest or request redress shall inform the Race Director in person on her declaration form or by radio within 3 hours of finishing the Race giving any details as may be known at the time.
- 8.3. Any protest or request for redress will be heard at a time and place to be advised.
- 8.4. Any request for redress involving the official time sheet shall be submitted to the Race Director within 3 hours of posting the results.
- 8.5. 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. 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.
- 9.4. Elapsed time or other penalties shall be imposed for non compliance with the Race Communications procedures, as set out in the following table.

Breach	Penalty
Failure to report position at 2 non consecutive reporting schedules.	30 minutes
Failure to report position at 2 consecutive reporting schedules.	DSQ

- 9.5. Any yacht that sails within the bounds of the Port Phillip Heads Exclusion Zone, described in Appendix C, shall have a 10% Time Penalty applied to her elapsed time.
- 9.6. All Time Penalties will be noted on the time sheet and shall be applied to finishing times. Yacht positions will be adjusted after any Time Penalties are applied (complements RRS 64.1 and amends RRS 44.3).

10. YACHTS RETIRING

- 10.1. Any yacht retiring shall inform the Race Committee as described in Appendix A 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, 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) 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 in the entrance to Port Phillip and yachts shall take any necessary avoiding action early..
- 11.6. In the event of avoiding action becoming necessary, a yacht may start her engine and motor to avoid a shipping hazard, on a course perpendicular to the ship's track, for as long as necessary.
- 11.7. Any 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 shall 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. Yachts shall hold to any course and directions prescribed during the Shipping Advice Broadcast. Any yacht found to have impeded the progress of a commercial vessel will be disqualified.
- 11.9. A yacht or her equipment may be inspected at any time for compliance with the ORCV safety rules and Sailing Instructions.
- 11.10. The Race Director may, at his or her absolute discretion, disqualify a yacht from participating or continuing to participate in the Race if the Race Directory 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

- 13.1. Race communications procedures, including HF/VHF radio and satellite phones, are detailed in Appendix A Race Communications.

14. USE OF TRACKERS FOR RETURN VOYAGE

- 14.1. The ORCV supplied tracker may be used for the return voyage subject to the following conditions:
 - When the Race Declaration is handed to the Race Director, advise the Race Director that you wish to retain the tracker for the return voyage.
 - The ORCV Race Director will arrange for the tracker to remain active.
 - Turn the tracker off when you reach your home club.
 - Return the tracker to the ORCV office no later than Tuesday 21 March 2023.
 - Payment for the return voyage is not required.

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, 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 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.

16. CREW BEHAVIOUR

- 16.1. 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/>.
- 16.2. Skippers are reminded that crew behaviour is their responsibility at all times, including during any post-race celebrations.
- 16.3. No flares of any type are to be fired while the yacht is moored at Grassy Harbour. 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 King Island. This does not include premises bound by a liquor license or liquor permit.

17. APPENDICES

- 17.1. 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.

PLEASE NOTE THAT THESE PROCEDURES HAVE BEEN SUBSTANTIALLY AMENDED SINCE THE PREVIOUS (2022) MELBOURNE KING ISLAND RACE.

PLEASE ALSO NOTE THAT TIME PENALTIES HAVE BEEN INTRODUCED IN RESPECT OF CERTAIN BREACHES OF THE RACE COMMUNICATIONS PROCEDURES. REFER TO 9 PENALTY SYSTEM.

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 AIS transponders shall be operated in transmit mode with boat name and MMSI displayed at all times during the Race.
- A1.3 Yachts shall respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Reporting Schedules. Yachts shall 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 shall not give false or misleading position reports.
- A1.6 Yachts shall not interfere with the operation of any tracking units.
- A1.7 Yachts shall 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 shall leave them on at all times and monitor and answer them when called.

A2 RACE FREQUENCY

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

Event	Frequency	Timing
Position Reporting	6227 kHz, 8294 kHz	0905, 2105

Note: The above HF frequencies are defined as simplex.

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

Channel	Usage
82	Pre-race Communications
12	Shipping Advice Broadcast Premature Starters
73	Finishing Reports
16	Distress & Calling
67	Working, MSI
69	Position Reporting: 0905, 2105

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

Number	Usage
0418 396 465	Start Director

Number	Usage
0418 396 605	Race Director Satphone Position Schedules
03 6231 2276	TMR Phone Organise radio checks

A2.4 The following email addresses may be used:

Email Address	Usage
race.director@orcv.org.au	Race director messages

A2.5 When mobile or satellite phone coverage is available, the Race Director may be contacted on 0418 396 605.

A2.6 Yachts using satphones instead of HF radio shall use the Race Director mobile phone number (0418 396 605) for all communications during the Race.

A2.7 Tas Maritime Radio may be contacted on 03 6231 2276 for radio checks and other radio related issues.

A2.8 Yachts shall monitor VHF Channel 82 between 1500 and 1645. This channel will be used to notify yachts of any changes to HF frequencies and other procedural matters.

A3 RACE RADIO STATIONS

A3.1 Tas Maritime Radio

- HF/VHF Position Reporting Schedules
- Position Schedules will be broadcast concurrently on HF 6227, HF 8294 and VHF 69

A3.2 ORCV (*Ocean Racing*)

- Pre-race Communications (VHF 82)
- Shipping Advice Broadcast (VHF 12)
- Premature starters (VHF 12)
- Finishing Reports (SMS, VHF 73)

A3.3 If noise levels are too high for good reception, Tas Maritime Radio may delegate the taking of a Position Reporting Schedule to a vessel in the fleet or a shore-based radio station such as *Ocean Racing*.

A3.4 Any other yacht or station nominated by Ocean Racing or Tas Maritime Radio shall provide assistance where necessary.

A3.5 Any changes to race radio stations will be announced following the Sign-On Schedule.

A4 CREW CHANGES

A4.1 Late crew changes shall be notified by calling the Race Director on 0418 396 605 between 1800 and 2100 on Thursday 9 March 2023.

A4.2 When nominating additional crew, the following details shall be entered in the online entry system:

- Name of crew member, address, age, Australian Sailing membership number, PLB number.
- Next of kin details including relationship to crew member, contact address and phone number.

A5 PRE - RACE COMMUNICATIONS AND SIGN-ON

A5.1 Yachts shall monitor communications on VHF Channel 82 between 1500 and 1645 on Friday 10 March 2023.

A5.2 The Sign-On Schedule will commence, on VHF channel 82, at 1600.

A5.3 Whether a yacht is using HF radio or satphone, the following shall apply:

- Any changes to the Sailing Instructions and/or yacht handicaps will be announced during the Sign-On Schedule.
- Yachts will be called by *Ocean Racing* in alphabetical order to confirm that they are starters in the Race. If intending to race, a yacht shall reply "{yacht name} is a starter, we comply with the Notice of Race, {xx} persons on board, OVER".

- A yacht that does not respond on the first call shall wait until she is called again at the end of the schedule.
- If a yacht has difficulties, she should contact the Start Director on 0418 396 465.

A5.4 Any yacht failing to respond on VHF Channel 82 during the Sign-On Schedule, or having an inadequate VHF signal, shall not be considered a starter in the event and shall be scored DNS.

A6 SHIPPING ADVICE BROADCAST

- A6.1 At 1645, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A6.2 All yachts shall 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.
- A6.3 Yachts shall revert to VHF Channel 16 when three miles clear of the Heads.

A7 PREMATURE STARTERS

- A7.1 Premature starters may be identified by the Start Director on VHF Channel 12.

A8 HF/VHF POSITION REPORTING SCHEDULES

- A8.1 For yachts using HF radios, Position Reporting Schedules will be conducted by Tas Maritime Radio at the following times (Reporting Time):

Position Time	Reporting Time
0845	0905
2045	2105

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

- A8.2 Tas Maritime Radio will commence the Position Reporting Schedule, a minute or so before the Reporting Time, by broadcasting a brief Bass Strait forecast **concurrently on both HF frequencies and VHF 16**. TMR will then switch from VHF **16** to VHF **69**. Each yacht shall report her position on the frequency or channel for which she judges reception to be the best. Tas Maritime Radio will then re-broadcast each yacht's position **concurrently on both HF frequencies and VHF 69** for confirmation.
- A8.3 Each yacht shall report her position in degrees and whole minutes only of Latitude and Longitude.
- {Yacht Name} Position {ddmm dddmm} OVER
- A8.4 Tas Maritime Radio will then re-broadcast each yacht's position, in the above ddmm dddmm format, **concurrently on both HF frequencies and VHF 69** for confirmation by the yacht.
- A8.5 At the conclusion of the Position Reporting Schedule, yachts are encouraged to give safety-related information should the skipper consider it would be to the benefit and safety of the fleet, for example if conditions are severe. If weather conditions are given it is important that the transmission be kept as brief as possible and give factual information such as wind speed and direction and wave conditions.
- A8.6 At the conclusion of the Position Reporting Schedule, Tas Maritime may broadcast the position reports for all yachts who reported positions via satphone.
- A8.7 Schedules will take place on the listed frequencies unless Tas Maritime indicates otherwise. At the end of each Schedule, Tas Maritime may confirm or amend the frequency or frequencies to be used for the next Position Reporting Schedule.
- A8.8 The first Position Reporting Schedule will be at 2105 on Friday 10 March 2023.
- A8.9 Schedules will continue until each yacht has crossed the finish line or otherwise retired and reached a safe harbour. Note that Scheduled Position Reporting is not required after a yacht has made her "30 minutes from finish" call.
- A8.10 At the discretion of the Race Director, notice may be given at a Position Reporting Schedule to change the arrangement for subsequent Schedules including changing the frequency, radio station or instituting additional reporting requirements.

A9 SATPHONE POSITION REPORTING SCHEDULES

A9.1 Each yacht using a satellite phone shall send her position report, as at the Position Time, to the Race Director via SMS message on 0418 396 605 before the Satphone Reporting Time given in the following table:

Position Time	Satphone Reporting Time	HF/VHF Reporting Time
0845	0850	0905
2045	2050	2105

A9.2 Each yacht shall report her position in degrees and whole minutes only of Latitude and Longitude at the time given in the Position Time column in the above table.

A9.3 The first satphone Schedule will be at 2050 on Friday 10 March 2023.

A9.4 Schedules will continue until each yacht has crossed the finish line or otherwise retired and reached a safe harbour. Note that Scheduled Position Reporting is not required after a yacht has made her "30 minutes from finish" call.

A9.5 The SMS message used to report a yacht's position shall have the following format:

- *Pos {Yacht} {SN}, {dd mm ddd mm}*
- where {Yacht} is the yacht's name, {SN} is her sail number and {dd mm ddd mm} is her position.

A9.6 The Race Director will acknowledge each SMS Position Report.

A9.7 Yachts shall monitor VHF channel 69 from the HF/VHF Reporting Time in the table above for:

- The full duration of the Schedule if VHF reception is available.
- At least 10 minutes if VHF reception is not available.

A9.8 The Race Director will provide reported positions to Tas Maritime Radio who may relay them to the remainder of the fleet at the conclusion of the corresponding HF/VHF Position Reporting Schedule.

A10 FINISHING REPORTS

A10.1 Once a yacht is estimated to be 30 minutes from the finish, she shall report as described in Appendix D.

A11 AD HOC COMMUNICATIONS

A11.1 A yacht needing to make **ad hoc** contact with **Tas Maritime Radio** (*Tas Maritime*) between Position Reporting Schedules should do so using the standard VHF or HF calling frequencies listed in the following table.

A11.2 Yachts needing to make **emergency** contact at any time should call **Tas Maritime Radio** or the **Joint Rescue Co-Ordination Centre Australia** (*JRCC Australia*) using the standard VHF or HF calling frequencies listed in the following table.

Frequency	AMSA / JRCC	TMR
2524 kHz	N/A	Any time
VHF 16	N/A	24 * 7
4125 kHz	Night	0700 to 1900
6215 kHz	Day or Night	0700 to 1900
8291 kHz	Day	0700 to 1900
12290 kHz	Day	N/A

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.

A11.3 In addition, the following phone numbers are available for **emergency** use by mobile or satellite phone.

Number	Purpose
112	Emergency services
1800 641 792 +61 2 6230 6811	Search and rescue AMSA / JRCC

A11.4 If you have issued either a MayDay or a Pan Pan, please activate your boat EPIRB to enable AMSA / JRCC to determine your position.

A12 RADIO OR SAT PHONE FAILURE

A12.1 In the event of HF radio or Satphone failure after the start of the Race, every effort should be made to contact Ocean Racing, Marine Radio Victoria (MRV), Tas Maritime Radio (TMR) 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 (MRV) or Tasmania (TMR) and request assistance in getting a message to the Race Director.

A12.2 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.

A12.3 Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.

A12.4 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 396 605.

A12.5 The reason for failure to report at the routine schedule times for any reason must be recorded on the yacht's Race Declaration in *Appendix E Race Declaration*.

A13 YACHTS RETIRING

A13.1 Should a yacht retire from the race, every effort shall be made to advise Kordia (JRCC Australia/Vic), Marine Radio Victoria (MRV), Tas Maritime Radio (TMR) or the Race Director by satphone 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.

A13.2 A yacht that retires shall maintain her routine Position Reporting Schedules until such time as she reaches a safe harbour.

A13.3 Within two hours of arrival at a safe harbour, contact shall be made with Tas Maritime 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.

A14 ASSISTANCE & INFORMATION

A14.1 The trackers have a distress function. Crews should familiarise themselves with the operation of this function.

A14.2 Difficulty (VHF)

Tas Maritime Radio (TMR)

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

The TMR base station network is shown in the diagram in SI A16.

Marine Radio Victoria

Marine Radio Victoria now monitor, on a 24 hours per day basis, emergency channels (16/67) up to 20 nm off the Victorian Coast. Marine Radio Victoria is operated by Kordia.

In addition, the following stations may be of assistance:

- Ocean Racing – VHF Channel 16 and 73

A14.3 Distress (HF)

In the race area, the distress frequencies HF 4125, 6215, 8291 and 12290 kHz are monitored by JRCC Australia/VIC (VMC). In addition, Tas Maritime Radio (TMR) monitor the first three but not 12290 kHz. Any distress call will be handled by the closest station with the best radio reception.

A14.4 Weather

Regular broadcasts of weather forecasts are made by JRCC Australia/Vic (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 for Queensland, 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 minutes past each hour.

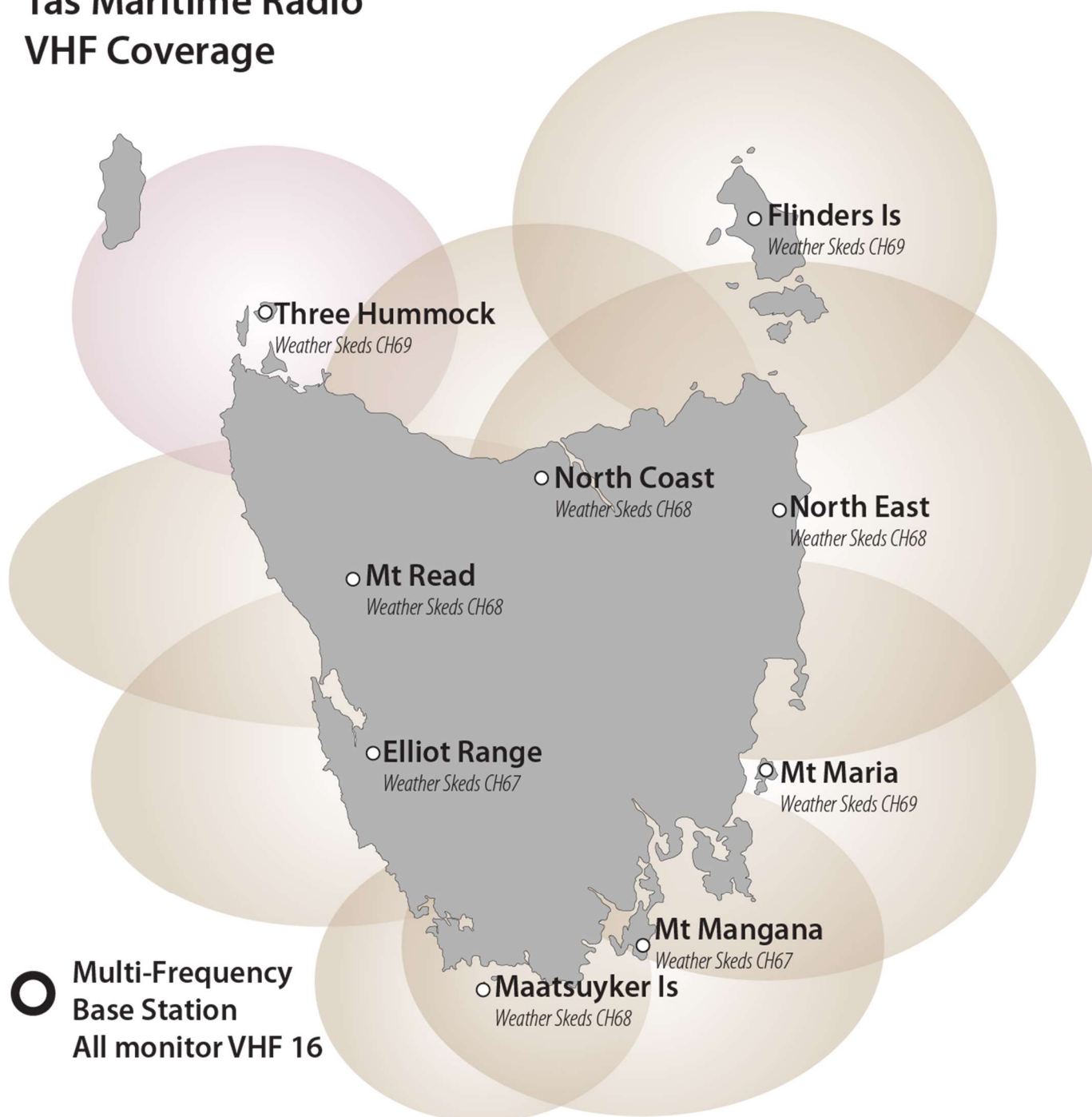
For more information and a complete schedule see www.bom.gov.au.

A15 SUMMARY

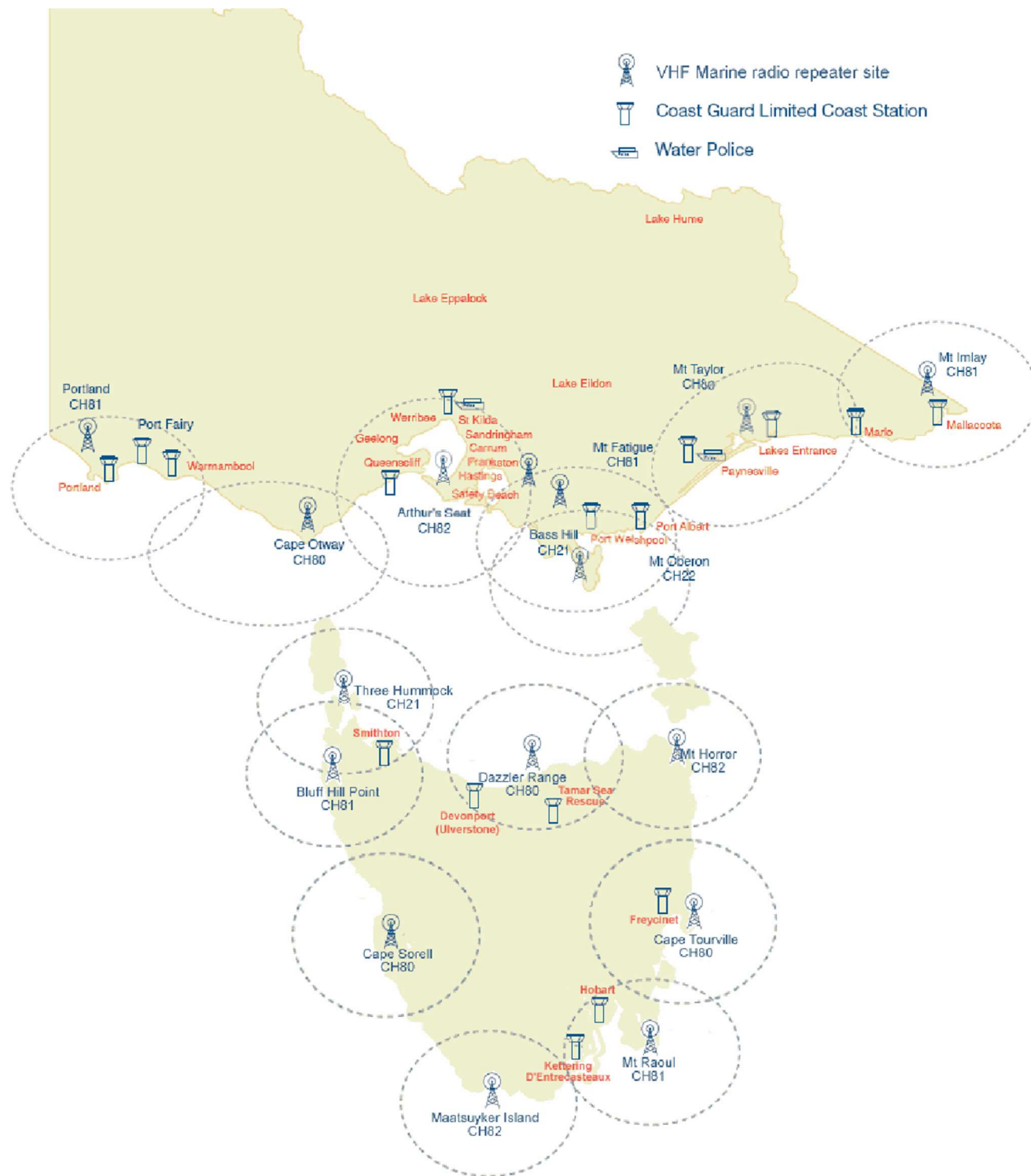
Date	Time	Action	Channel	Station
9 March	1800-2100	Crew Changes	0418 396 605	Race Director
10 March	1500-1645	Monitor	VHF Channel 82	Ocean Racing
10 March	1600 - 1645	Sign-On Schedule	VHF Channel 82	Start Director
10 March	1645	Shipping Advice	VHF Channel 12	Ocean Racing
10 March	1655 - 1700	Starting Sequence	VHF Channel 12	Ocean Racing
10 March	1700	Individual recalls may be notified	VHF Channel 12	Ocean Racing
10 March	2050 (satphone)	Position Report Schedule	0418 396 605	Race Director
10 March	2105 (HF/VHF)	Position Report Schedule	HF/VHF	Tas Maritime
11 March	0850 (satphone)	Position Report Schedule	0418 396 605	Race Director
11 March	0905 (HF/VHF)	Position Report Schedule	HF/VHF	Tas Maritime
11 March	2050 (satphone)	Position Report Schedule	0418 396 605	Race Director
11 March	2105 (HF/VHF)	Position Report Schedule	HF/VHF	Tas Maritime
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Position Report Schedule	0418 396 605 HF/VHF	Race Director Tas Maritime
Finish – 30 minutes		Finishing Report	0418 396 605 VHF Channel 73	Race Director
Finish – 5 minutes		Finishing Report	VHF Channel 73	Race Director
Berthing		Post Finish	VHF Channel 73	KIBC Tender

A16 TAS MARITIME RADIO NETWORK

Tas Maritime Radio VHF Coverage



A17 REPEATER NETWORK



Note that VHF repeaters are not monitored. However, where two or more boats are on the same VHF repeater channel, communication can be made between those boats.

Appendix B START

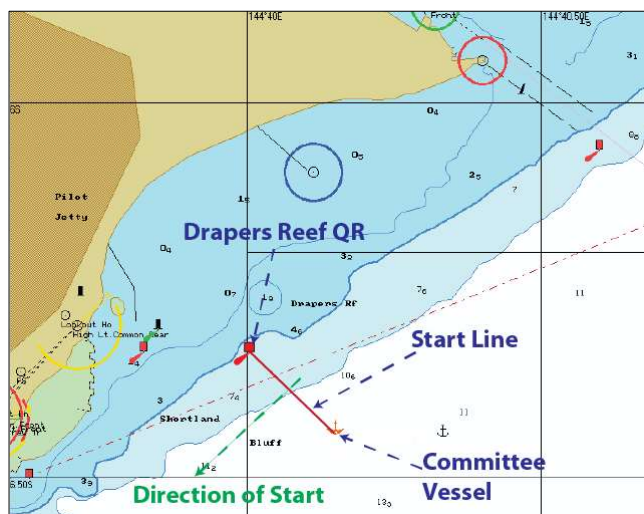
THIS APPENDIX CONTAINS INFORMATION ABOUT THE STARTING LINE AND THE STARTING PROCESS. NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS OF PHYSICAL MARKS SHOWN MAY VARY ON THE DAY.

B1 START TIME

- B1.1 The start time will be 1700 on Friday 10 March 2023 in the vicinity of Drapers Reef, Queenscliff, always allowing the Race Committee, at their discretion, to postpone to another time.
- B1.2 Yachts may elect to start, after the start signal, at any time up to 2100 on Friday 10 March 2023. A yacht intending to take this option shall respond when called at the Sign-On Schedule and state her intentions. She shall subsequently respond to all Position Schedules in accordance with the provisions of these Sailing Instructions.
- B1.3 Any yacht starting late is reminded that she shall comply with the requirements of the relevant ORCV Special Regulations.

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, running almost west to east to a distance not exceeding 400 metres.

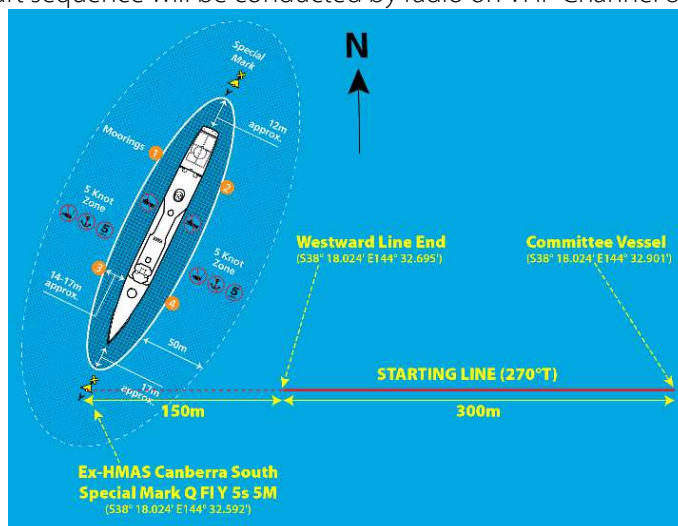
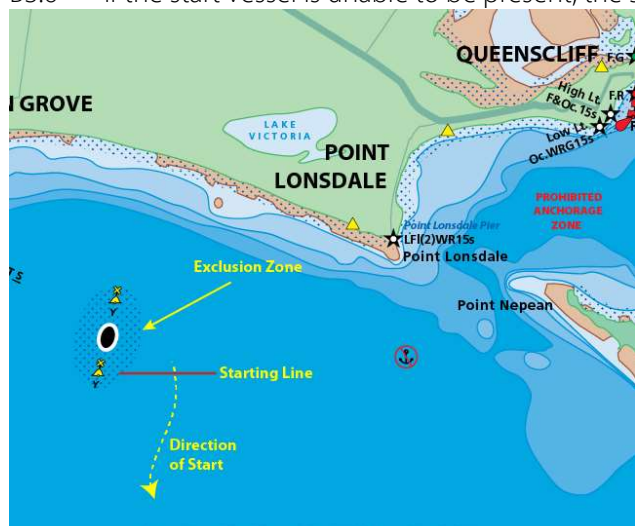


- B2.3 Yachts shall start in a South-Westerly direction.

B3 ALTERNATIVE STARTING LINE

- B3.1 If the Race Committee determines it necessary, an Alternative Starting Line will be announced by the Start Director to avoid the fleet becoming becalmed in the Heads.
- 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 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.
- B3.4 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'.

- B3.5 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.
- B3.6 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.
- 1655 Warning Signal (white flare)
- 1700 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.
- B4.3 Premature starters may be identified by the Start Director on VHF Channel 12 (amends RRS 29.1).
- B4.4 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 Any postponement will be announced by SMS to each yacht on her primary registered contact phone. In addition, an announcement will be made on VHF Channel 82 before the Sign-On Schedule (amends RRS 27.3)

B6 TIDAL FLOWS – PORT PHILLIP

The Rip, VIC – March 2023

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

THU 9 MAR			FRI 10 MAR			SAT 11 MAR			SUN 12 MAR			MON 13 MAR			TUE 14 MAR			WED 15 MAR		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
	2:02 am	+3.68		2:39 am	+3.78	12:30 am	3:13 am	+3.80	1:04 am	3:44 am	+3.77	1:38 am	4:14 am	+3.68	2:11 am	4:44 am	+3.56	2:43 am	5:16 am	+3.40
5:32 am	8:07 am	-4.22	5:56 am	8:35 am	-4.69	6:19 am	9:02 am	-5.12	6:44 am	9:28 am	-5.48	7:10 am	9:54 am	-5.75	7:36 am	10:22 am	-5.92	8:05 am	10:53 am	-5.95
11:56 am	2:38 pm	+3.37	12:27 pm	3:09 pm	+3.76	12:58 pm	3:40 pm	+4.03	1:29 pm	4:11 pm	+4.20	2:02 pm	4:43 pm	+4.28	2:36 pm	5:17 pm	+4.27	3:14 pm	5:55 pm	+4.16
5:26 pm	8:08 pm	-4.46	6:11 pm	8:50 pm	-4.66	6:53 pm	9:31 pm	-4.74	7:34 pm	10:10 pm	-4.72	8:15 pm	10:49 pm	-4.59	8:58 pm	11:29 pm	-4.35	9:45 pm		
11:53 pm																				

Appendix C COURSE

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED. NOTE: THE DIAGRAM OF THE EXCLUSION ZONE IS PROVIDED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION.

C1 COURSE

- From the starting line,
- Pass the Heads Exclusion Zone, as defined below, to port, and
- Then to the finishing line at Grassy, King Island.

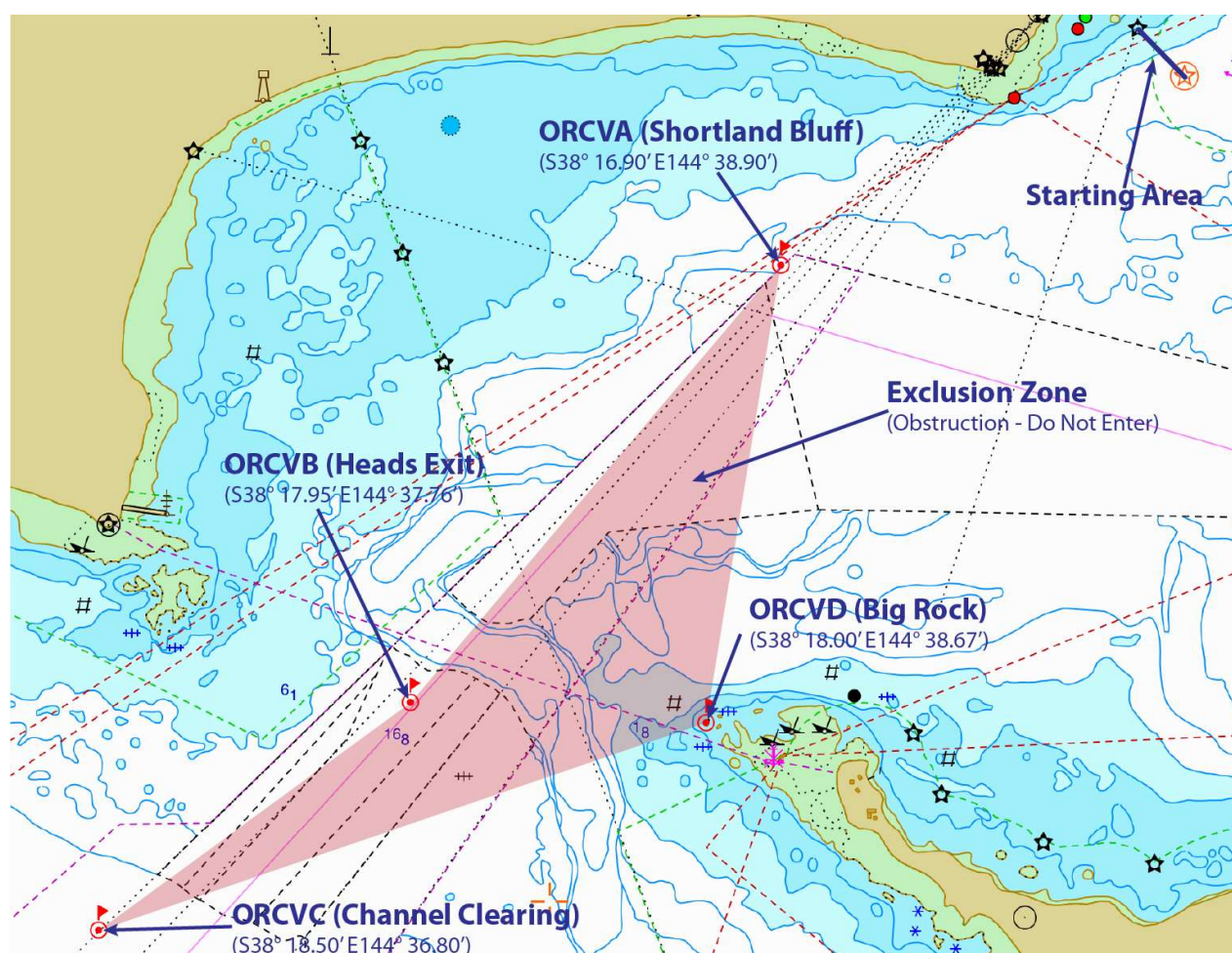
C2 ALTERNATIVE COURSE

If the Race is started outside Port Phillip Heads as described in Appendix B:

- From the starting line to the finishing line at Grassy, King Island.

C3 HEADS EXCLUSION ZONE

C3.1 Yachts are required to keep out of the main channels in the 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

Mark	Position	Description
ORCVD	S38° 18.00' E144° 38.67'	Big Rock

- C3.2 Yachts shown to have sailed within the bounds of this obstruction shall be penalised as described in 9 Penalty System.
- C3.3 Yachts shall record their track through the Heads, using their chart plotter or similar device, and take a photograph or screen shot of this track to demonstrate compliance with the Heads Exclusion Zone provisions in this Appendix. This image shall be submitted to the Race Director if requested.

Appendix D FINISH

THIS APPENDIX DESCRIBES THE FINISHING LINE AND THE POST-FINISHING PROCEDURES. THE DIAGRAMS ARE PROVIDED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION PURPOSES.

D1 REPORTING

- D1.1 Each yacht shall 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 Yachts with no mobile phone reception may use VHF Channel 73 to make the same report to *Ocean Racing*.
- D1.3 The SMS reporting message shall be in the following format:

Fin {Yacht} {SN}, {dd mm ddd mm}, ETA {hhmm}

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 the yacht's current position and {hhmm} is the estimated time of arrival, hours and minutes in 24-hour format.

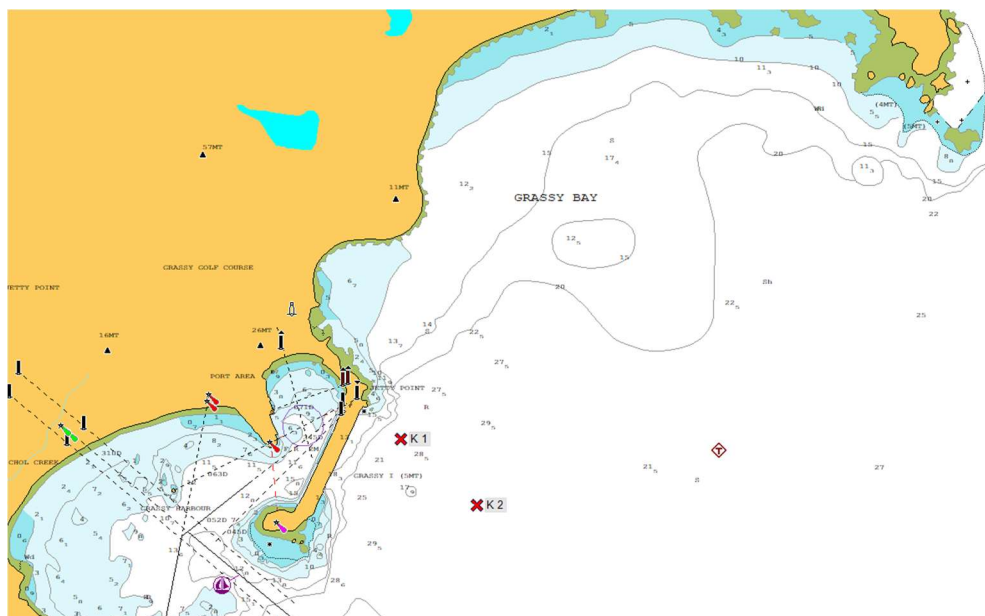
- D1.4 After the 30 minutes report, radios shall be left on VHF Channel 73 to enable communications with the finishing line. After this report has been made, a yacht no longer needs to participate in Position Reporting Schedules.
- D1.5 As a yacht approaches the finishing line and no later than 5 minutes out, she shall should 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.

- D1.6 In addition to the above, yachts must maintain their routine radio schedules until they have crossed the finishing line.

After finishing, radios should be left on until the yacht has berthed to facilitate communications with KIBC personnel.

D2 FINISHING LINE



- D2.1 The finishing line is located off Grassy Island at the northern end of the Grassy Harbour Main Breakwater. ***Please note that the finish line has been located further offshore, from the 2022 Race, compared to earlier years.***
- D2.2 The finishing line is between virtual marks K1 and K2, having a length of approximately 0.24 NM and bearing approximately 130 degrees. The locations of the virtual marks are:-

K1: S40° 03.975' E144° 04.039'

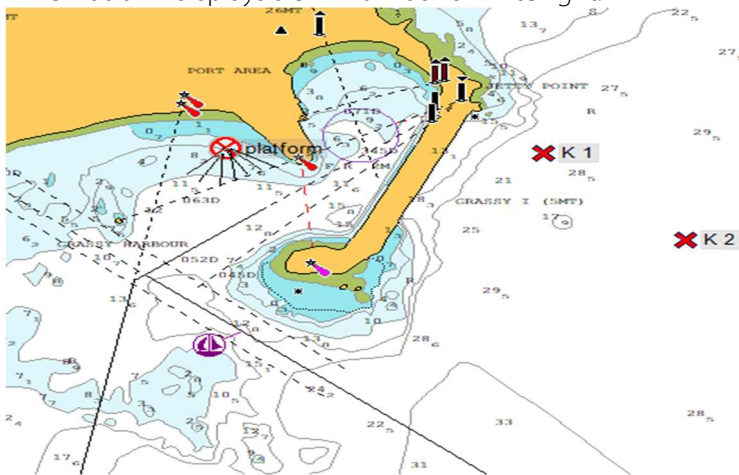
K2 S40° 04.128' E144° 04.269'

Yachts shall finish between these marks, in a southerly direction. After finishing yachts should stay well clear of the shore around Grassy Island at the Southern end of the breakwater.

- D2.3 If weather conditions are suitable, an unlit buoy may be located in the vicinity of the inner mark.
- D2.4 A yacht finishing at night shall illuminate her sail numbers 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.
- D2.5 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, each yacht shall record her own finishing times accurate to 1 second, and shall inform the Race Director of this time if requested.

D3 WAVE GENERATOR PLATFORM

- D3.1 A wave Generator platform has been located at Grassy. The platform, which has a 125m radius exclusion zone, is located at S40° 03.968' E144° 03.525'.
- D3.2 This location is close to the beach well clear of the Grassy Harbour entrance leads. The diagram below shows the approximate position of the platform and the approximate extent of the exclusion zone (the thin black lines)
- D3.3 The Platform displays a 3 NM all round white light.



D4 MOORING FACILITIES

- D4.1 On arrival at Grassy Harbour, King Island Boat Club personnel will direct yachts to moorings and operate a ferry service on and off yachts.
- Use VHF channel 73 to request ferry transfer to the club house. The ferry has a limited capacity and life jackets must be worn on the ferry.
 - **Please note that you need to supply your own life jacket for use on the ferry.**
- D4.2 Some of the moorings are not available for use by Yachts. Skippers must only use moorings when directed to do so by KBIC volunteers.
- D4.3 The moorings at Grassy comprise a buoy, buoy rope and chain. **Yachts must tie off using their own line looped through the mooring chain.**
- D4.4 If necessary, a line may be attached to the buoy rope for the purpose of lifting the mooring chain by winch. **However, the upper level buoy rope must not be used to tie off.**
- D4.5 When proceeding through the harbour, take care to avoid buoy ropes which may float close to the surface particularly at low water. In the event that a buoy rope is snagged or otherwise damaged, the incident must be reported at the time to ORCV and/or KIBC so that any repairs can be made, in advance of the mooring owners return.
- D4.6 Some yachts arriving early will be able to moor bow or stern to the fishermen's jetty. Yachts intending to depart prior to 1330 hours on Sunday should use a swing mooring.

D5 TASMANIAN ENTRY PROCEDURES

- D5.1 A Notice to Competitors **will be issued on or before 1200 on Thursday 9 March** providing details of any Biosecurity Tasmania entry requirements and procedures.
- D5.2 In line with normal Biosecurity Tasmania requirements, no fresh fruit or vegetables shall be taken ashore.

D6 DECLARATIONS

- D6.1 Each yacht shall lodge a declaration on the form provided in *Appendix E Race Declaration* with the Race Director within 4 hours of the yacht finishing the race. Failure to comply may be taken to mean that the yacht has retired from the race.
- D6.2 Declarations shall be handed manually or sent by email or SMS as a photograph or PDF to the Race Director.
- D6.3 The Race Director will acknowledge each such email or SMS.
- D6.4 If a skipper is uncertain as to whether a rule has been breached, he or she should report the circumstances on the back of this declaration form.
- D6.5 Any yacht proceeding directly to another port after finishing the race shall send her declaration to the Race Director by email or SMS as described above within one hour of finishing and advise her intentions at this time.

D7 PRESENTATION

- D7.1 Results will be announced at 1000 hours on Sunday, 12 March 2023 at the King Island Boat Club or as advised at King Island.

D8 SUPPLY SHIP

- D8.1 The King Island supply ship has right of way over any other vessel to enter into the harbour without delay or restriction.
- D8.2 Yachts are prohibited from anchoring anywhere in the area marked Mooring Prohibited on the accompanying diagrams.
- D8.3 King Island Ports personnel will be on site to ensure vessels left in the prohibited area are removed before the arrival of the supply ship. Any costs incurred by removing vessels or delaying the supply ship will be charged to the offending vessel's owner.

D9 KIBC COVID REQUIREMENTS

- D9.1 **If any crew member on a boat has Covid symptoms, then the entire boat crew shall stay on the boat.**

D10 CREW INFORMATION

- D10.1 Although there is no bus service provided to Currie, KIBC will assist with arrangements for airport connections.
- D10.2 King Island Boat Club has asked all to be mindful of others and to behave as they would "in the High Street of their home town".
- D10.3 King Island Boat Club may 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.
- D10.4 Although EFTPoS facilities are available at the Club, their operation is not guaranteed. **Competitors are advised to bring cash.**

D11 TIDES AT GRASSY

King Island (Grassy), TAS – March 2023

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

THU 9 MAR		FRI 10 MAR		SAT 11 MAR		SUN 12 MAR		MON 13 MAR		TUE 14 MAR		 WED 15 MAR	
HIGH	2:13 am 1.44 m	HIGH	2:40 am 1.44 m	HIGH	3:08 am 1.41 m	HIGH	3:31 am 1.36 m	HIGH	3:55 am 1.30 m	HIGH	4:17 am 1.24 m	HIGH	4:41 am 1.20 m
LOW	8:29 am 0.54 m	LOW	8:52 am 0.45 m	LOW	9:16 am 0.36 m	LOW	9:37 am 0.29 m	LOW	9:55 am 0.24 m	LOW	10:17 am 0.20 m	LOW	10:47 am 0.18 m
HIGH	2:16 pm 1.32 m	HIGH	2:55 pm 1.41 m	HIGH	3:35 pm 1.47 m	HIGH	4:15 pm 1.50 m	HIGH	4:57 pm 1.51 m	HIGH	5:40 pm 1.49 m	HIGH	6:27 pm 1.46 m
LOW	8:34 pm 0.45 m	LOW	9:11 pm 0.46 m	LOW	9:46 pm 0.50 m	LOW	10:21 pm 0.55 m	LOW	10:51 pm 0.61 m	LOW	11:17 pm 0.69 m	LOW	11:45 pm 0.76 m

Appendix E RACE DECLARATION

I, [Person in charge], being in charge of the yacht [Yacht name] has adhered to the rules and conditions of the 2023 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.
- ☐ Please tick and add details if you have any further information required on your Declaration.
- ☐ Please tick if you have elected to retain the ORCV tracker for your return voyage and agree to pay the hire fee of \$60 per month if returned late.

..... [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 shall be reported to the ORCV Race Director on 0418 396 605.

Signed: [Person in Charge] [Date]