

**2024**

# Melbourne to Apollo Bay Yacht Race

## Sailing Instructions



**Amendments**

Version	Instructions Changed	Summary of Amendment

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# Sailing Instructions

The 2024 Melbourne to Apollo Bay Race will be conducted on the waters of Port Phillip and Bass Strait. This race is organised and conducted by the Ocean Racing Club of Victoria and in accordance with the Notice of Race.

## 1. Race Summary

- 1.1. This is a Category 3 Race. It will be conducted on the waters of Bass Strait from a start off Queenscliff, through Port Phillip Heads and West along the Victorian coast to the finish off Apollo Bay Boat Harbour.
- 1.2. The Race Start Date and Time is Saturday 25 May 2024 at 0900 hrs AEST, with the warning signal at 0855 hrs.

## 2. Rules

- 2.1. The rules for this 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),
  - The Convention on the International Regulations for Preventing Collisions at Sea, 1972 (Col Regs),
  - The Notice of Race,except as amended by these Sailing Instructions.
- 2.2. All times in these Sailing Instructions are Australian Eastern Standard Time (AEST) unless otherwise stated.
- 2.3. Between the hours of Sunset and Sunrise, RRS 10 to 22 inclusive shall cease to be applicable and shall be replaced by the Col Regs.
- 2.4. For the purpose of this race, the times of Sunrise and Sunset shall be as follows:
  - Sunrise : 0721 hours
  - Sunset : 1712 hours

### 3. Notices to Competitors

- 3.1. Notices to competitors will be posted on the ORCV website ([www.orcv.org.au](http://www.orcv.org.au)).
- 3.2. Any change to the Sailing Instructions may be posted on the ORCV website. Any such alterations will be announced after the Sign On Schedule or during the Shipping Advice Broadcast as detailed in **Appendix A Race Communications**.

### 4. Start

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

### 5. The Course

- 5.1. The courses are as described in **Appendix C: Courses**.
- 5.2. Please note these courses include mostly virtual marks and, as part of a validation process, competitors are required to record all rounding/passing times (with the exception of the Heads Exclusion marks) and supply these if requested by the Race Director as part of their Race Declaration.

### 6. The Finish

- 6.1. The finish is as described in **Appendix D: Finish**.

### 7. Protests and Requests for Redress

- 7.1. Protests or requests for redress are to be lodged with an official of the ORCV or emailed to the ORCV office no later than 1200 on the Monday following the race.
- 7.2. A yacht intending to protest or request redress shall inform the Race Director within 3 hours of finishing giving any details as may be known at the time using its declaration, on a protest form sent by Email or by SMS in accordance with clause A2.2 and A2.3.
- 7.3. Protests or requests for redress will be heard at a time and place to be advised.
- 7.4. 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 the Monday following the race.
- 7.5. The protest committee shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).

### 8. Penalty System

- 8.1. 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.
- 8.2. 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.

- 8.3. 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:

Breach	Penalty
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.

- 8.4. All penalties will be noted by the race director and shall be applied to finishing times. Race results will be adjusted after penalties are applied (complements RRS 64.1 and amends RRS 44.3).
- 8.5. For breaching the Heads Exclusion Zone or Pilot Boarding Ground, this will be treated as minor infringement.

## 9. Yachts retiring

- 9.1. Yachts retiring shall inform the Race Director as described in A11 Yachts Retiring.

## 10. Safety regulations

- 10.1. The Safety Category and regulations are as set out in the Notice of Race.
- 10.2. No anchor shall be carried on deck forward of the stem or with any part protruding outboard.
- 10.3. 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.
- 10.4. The crew of yachts sailed Double Handed shall wear lifejackets at all times when on deck.
- 10.5. 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 the 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](http://www.transportsafety.vic.gov.au)).
- 10.6. 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.
- 10.7. 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.
- 10.8. 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.

- 10.9. Attention is drawn to Rule 9 (a) and Rule 9 (b) of the Col Regs, 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.
- 10.10. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.
- 10.11. The Race Director may, at their absolute discretion, disqualify a yacht from participating or continuing to participate in any race in the series if they believe that it is unsafe for that yacht to commence or continue to race.

## 11. Unsuitable Conditions

- 11.1. After commencement of the race, the race can be terminated at the Race Director's discretion.
- 11.2. The Race Committee may deem a race to be abandoned, rescheduled to another time or shortened. Arrangements for shortening course are detailed in **Appendix C**.
- 11.3. Prorated positions may be used to determine a result for the race.
- 11.4. Termination of the race will be advised by radio on VHF Channel 82.

## 12. Race Communications

- 12.1. Race communications procedures are detailed in **Appendix A: Race Communications**.

## 13. Disclaimer of Liability

- 13.1. All those taking part in a race do so at their own risk and responsibility.
- 13.2. Acceptance of a yacht as an entrant in a 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 a 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 their 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 races is responsible for the seaworthiness of any yacht whose entry is accepted.
- 13.3. 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 theirs alone.*

## 14. Crew Behaviour

- 14.1. All participants are reminded that they are expected to comply with ORCV's Member Protection Policy and Code of Conduct. For more information refer to <https://www.orcv.org.au/club/member-and-participant-protection>
- 14.2. Skippers are reminded that crew behaviour is both the skipper and all the crew's responsibility to manage, at all times including during any deliveries or pre and post race social events.

- 14.3. No flares of any type are to be fired while the yacht is moored at Apollo Bay. 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.

## 15. Sustainability

The ORCV is dedicated to promoting and upholding the principles of environmental stewardship in ocean racing. The event will be conducted in accordance with the Clean Regattas framework established by Sailors for the Sea. It is our intent to implement as many best practices as possible throughout the duration of the race. Competitors are strongly encouraged to conscientiously consider their environmental impact both at sea and upon arrival at the destination by:

- Eliminating single-use plastic bottles – opt for refillable and store water using jerries or tanks on board.
- Containing and sorting rubbish, disposing appropriately at destinations or upon arrival home (e.g., recycling and organics, and reduce the amount sent to landfill).
- Picking up litter, especially in marinas or around clubs.
- Provisioning and storing food to reduce food and packaging waste, eg using reusable storage containers.
- Preventing oil, chemicals and microplastic pollution going to sea by inspecting and maintaining a clean bilge.

## 16. Appendices

- 16.1. The following 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 each 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 phones and satellite phones.
- A1.2. AIS transponders shall be switched on in transmit mode with boat name and MMSI displayed at all times during the race and return through the Heads.
- A1.3. It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules.
- A1.4. Yachts shall not give false or misleading position reports.
- A1.5. Yachts shall not interfere with operation of any tracking units.
- A1.6. Yachts shall monitor VHF Channel 16 at all times when not actually using the radio with other channels. **If standing by on another VHF channel, yachts shall still maintain a continuous listening watch on VHF Channel 16 by a suitable method such as dual watch or scanning or multiple radios.**

### A2 Race Frequency

- A2.1. The following VHF channels shall be used:

VHF Channel	Usage
82	Race Communications other than Shipping Advice Broadcast and Premature Starters
12	Shipping Advice Broadcast and premature starter advice
16	Distress & Calling
67	Working, Maritime safety Information

- A2.2. The following phone numbers shall be used:

Number	Usage
0418 396 605	Race Director's Phone

- A2.3. The following email address shall be used for any email communications with the Race Director:

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

### A3 Crew Changes

- A3.1. Late crew changes shall be notified by updating the Topyacht Entry System up until **2359 on the Wednesday** before this race. Following that, they shall be notified by calling or SMS to the Race Director's phone in accordance with A2.2.
- A3.2. 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, and next of kin details including relationship to crew member, contact address and phone number.
- A3.3. Following a crew change, the requirements of the Notice of Race must still be met.

### A4 Pre Race Monitoring, Sign On Schedule and Course Selection

- A4.1. Yachts shall monitor VHF Channel 82 for pre race communications and any changes to Sailing Instructions including radio frequencies. Refer A13 for further details.
- A4.2. The Sign On schedule will be conducted on Channel 82. The selected course for the race will be announced at the commencement of the sign on schedule and again at the end of the first call of the yachts. Refer A13 for further details.
- A4.3. Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts shall reply

*"{yacht name} is a starter, we comply with the Notice of Race, {xx} persons on board, OVER".*

- A4.4. Yachts that do not respond on the first call shall wait until they are re-called at the end of the schedule.
- A4.5. Any yacht failing to respond during this schedule shall not be considered a starter in the race and shall be scored DNC.
- A4.6. In case of difficulties, yachts shall contact the Race Director via a phone call or SMS text message to 0418 396 605.

## A5 Shipping Advice Broadcast

- A5.1. Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A5.2. All yachts are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are three nautical miles outside Port Phillip Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency as well.  
**In addition, yachts shall still maintain a continuous listening watch on VHF Channel 16.**
- A5.3. Yachts may cease monitoring VHF Channel 12 when three miles clear of the Heads and revert to monitoring VHF Channel 82.

## A6 Premature Starters

- A6.1. Premature starters may be identified on VHF Channel 12.

## A7 Position Reporting Schedules

- A7.1. Position Reports have been scheduled commencing at times defined in **Table A13**. One or more of these schedules may be deleted by the Race Director if not required for course shortening purposes.
- A7.2. Yachts, called in alphabetical order on VHF Channel 82 by Ocean Racing, shall report their position at the start of the relevant position reporting schedule in degrees and whole minutes only.

*{Yacht Name} Position {ddmm dddmm} OVER*

## A8 Finishing Report

- A8.1. Once a yacht is estimated to be 30 minutes from the finish, it shall report as described in Appendix D.
- A8.2. Once a yacht is estimated to be 5 minutes from the finish, it shall report as described in Appendix D.

## A9 Ad Hoc Communications

- A9.1. Ocean Racing will monitor the race frequency, VHF repeater Channel 82 as much as possible..
- A9.2. A yacht needing to make **emergency** contact at any time should call the Joint Rescue Co-Ordination Centre Australia (JRCC) or Marine Radio Victoria using the standard VHF or HF calling frequencies listed in the following table.

Frequency	AMSA/JRCC	Marine Radio Victoria
VHF 16	N/A	24*7
VHF 67	N/A	24*7
VHF 70 (DSC)	N/A	24*7
4125 kHz	Night	Any time
6215 kHz	Day or Night	Any time
8291 kHz	Day	Any time
12290 kHz	Day	N/A

Note: these frequencies are also distress frequencies. For longer communications, a switch to another frequency may be required once communications have been established.

- A9.3. In addition, the following phone numbers are available for **emergency** use by mobile or satellite phone.

Number	Purpose
112 or 000	Emergency services
1800 641 792	Search and rescue, Medical advice
+61 2 6230 6811	AMSA / JRCC

- A9.4. If you have issued either a **MayDay** or a **Pan Pan**, please activate your boat EPIRB to enable AMSA / JRCC to determine and monitor your position.

## A10 Radio Failure

- A10.1. In the event of VHF radio failure yachts shall contact the Race Director by mobile phone.

## A11 Yachts Retiring

- A11.1. Should a yacht retire from the race, advise Ocean Racing as soon as possible 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.

A11.2. Yachts that retire shall continue to monitor the race frequency and respond to any radio messages from Ocean Racing until such time as they reach a safe harbour.

A11.3. Within two hours of arrival at a safe harbour, contact shall be made with ORCV (Ocean Racing) by radio or the Race Director's phone to confirm safe arrival.

A11.4. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

## A12 Summary

Date	Time (AEST)	Action	Channel	Station
24 May	1800 to 2000	Crew Changes	0418 396 605	Ocean Racing
25 May	0715-0845	Pre Race Monitoring	VHF Channel 82	Ocean Racing
25 May	0745-0800	Sign-On Schedule and monitor.	VHF Channel 82	Ocean Racing
25 May	0845	Shipping Advice	VHF Channel 12	Ocean Racing/VTS
25 May	0855-0900	Starting Sequence	VHF Channel 12	Start Boat
25 May	0900	Individual recalls may be notified	VHF Channel 12	Start Boat
25 May	1205	Position Report, Shorten Course	VHF Channel 82	Ocean Racing
25 May	1705	Position Report, Shorten Course	VHF Channel 82	Ocean Racing
25 May	30 Minutes from Finishing Line	Report and continue to monitor radio	VHF Channel 82	Ocean Racing
25 May	5 Minutes from Finishing Line	Report and continue to monitor radio	VHF Channel 82	Ocean Racing
25 May	Berthing Assistance	After finishing	VHF Channel 72	Harbour Master

## Appendix B: Start

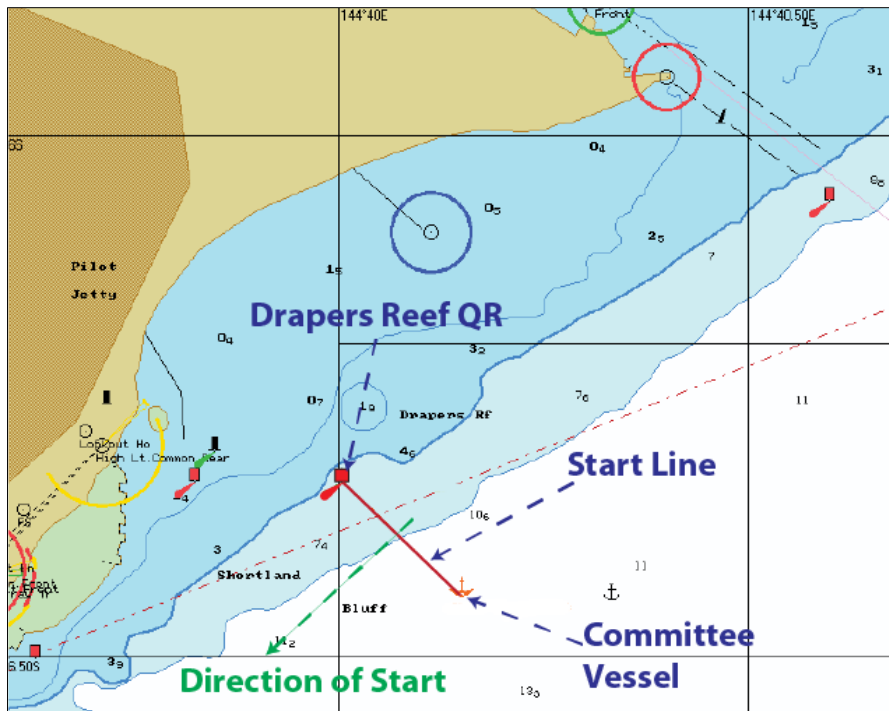
This appendix contains information about the starting line and the starting procedures. Note: The positions for physical marks shown in these diagrams are approximate and for illustrative purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day

### B1 Start Time

- B1.1. The starts will be in the vicinity of Drapers Reef, Queenscliff unless noted otherwise. The Race Director may, at their discretion, postpone to another time and/or move the start to the Alternative Starting Line.
- B1.2. Yachts may elect to start up to 30 minutes after the start signal.

### B2 Starting Line

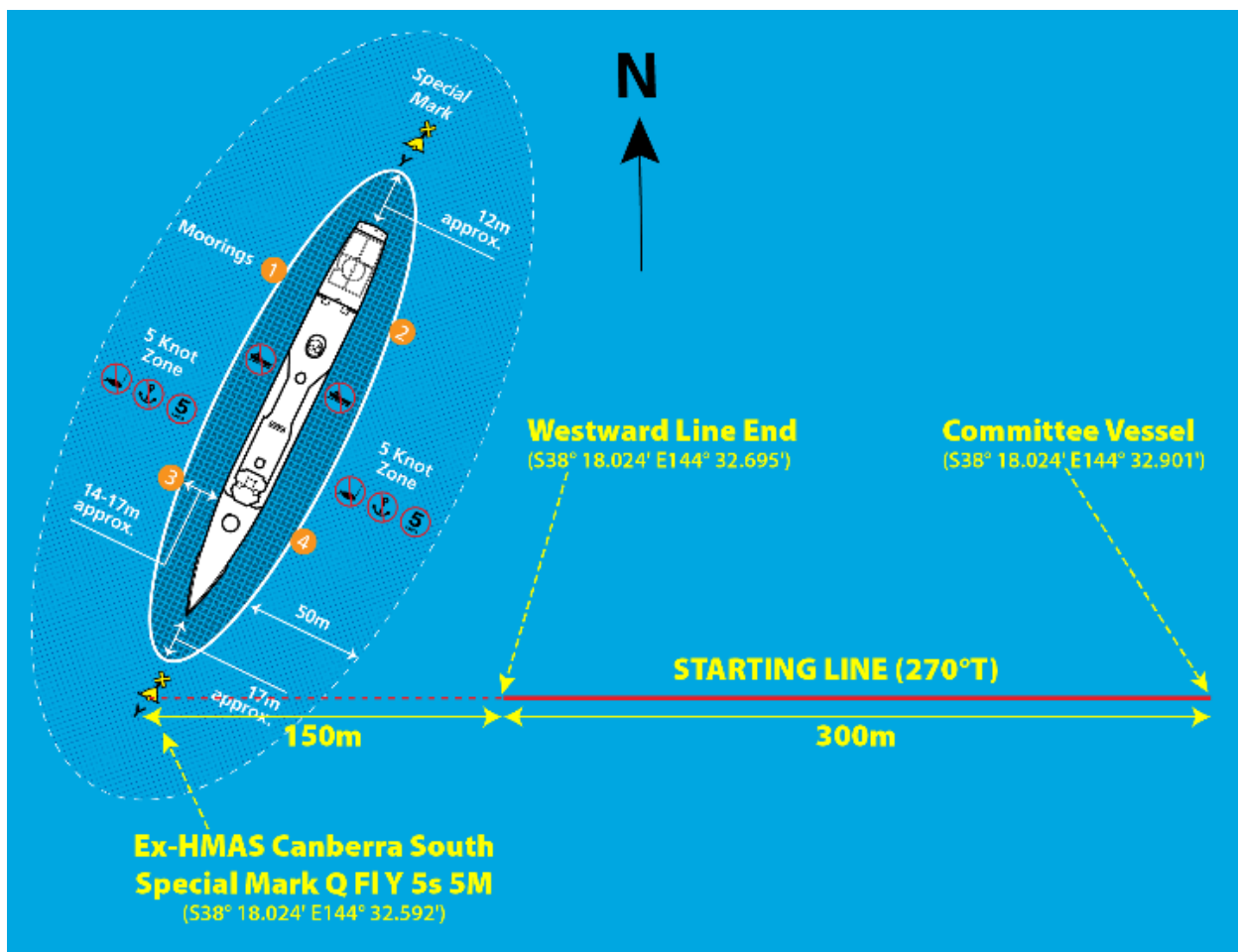
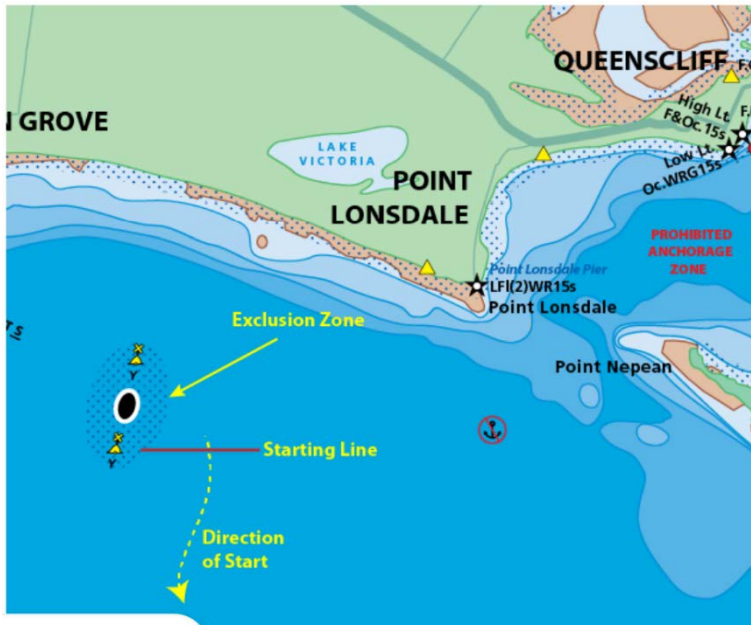
- B2.1. The Starting Line shall be an imaginary line between a Quick Flashing Red (QR) Light on the Drapers Reef Pile and a vessel or a buoy with a rotating blue light approximately 300 metres to the southeast.
- B2.2. In the event of rough weather or other unforeseen difficulties, the vessel or buoy 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 Race Director determines it necessary, the Alternative Starting Line may be announced by the Race 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. 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.

<b>5 Minutes before start</b>	Warning Signal (white flare)
<b>Start</b>	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 at the sole discretion of the Race Director.

B5.2. Postponements will be announced on VHF Channel 82 before the Sign-On Schedule. If the timing is appropriate, an SMS may also be sent to each yacht on their primary registered contact phone. (Amends RRS 27.3).

## Appendix C: Course

This appendix describes the courses and how they are to be sailed. Note: The positions given for physical marks are approximate and the diagrams should not be used for navigation purposes. Note also that the position of some buoys used as marks of the course are subject to change.

### C1 Primary Course

- C1.1. If the Race is started inside Port Phillip Heads, as described in Appendix B:
- From the Primary Starting Line,
  - Pass the Heads Exclusion Zone, as defined below, to port,
  - Pass the Pilot Boarding Ground exclusion zone, as defined below.
  - Finish in a southerly direction at Apollo Bay.

### C2 Alternative Course

- C2.1. If the Race is started outside Port Phillip Heads, as described in Appendix B:
- From the Alternative Starting Line,
  - Finish in a southerly direction at Apollo Bay.

### C3 Exclusion Zone Marks

Mark	Latitude	Longitude	Notes
ORCVA	S38° 16.90'	E144° 38.90'	Exclusion Zone boundary
ORCVB	S38° 17.95'	E144° 37.76'	Exclusion Zone boundary
ORCVC	S38° 18.50'	E144° 36.80'	Exclusion Zone boundary
ORCVD	S38° 18.00'	E144° 38.67'	Exclusion Zone boundary
PBGN	S38° 19.69'	E144° 32.60'	Pilot boarding Ground - North
PBGS	S38° 22.69'	E144° 32.60'	Pilot boarding Ground - South
PBGE	S38° 21.19'	E144° 34.51'	Pilot boarding Ground - East
PBGW	S38° 21.19'	E144° 30.69'	Pilot boarding Ground - West

## C4 Heads Exclusion Zone

- C4.1. 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
<b>ORCVA</b>	S38° 16.90' E144° 38.90'	Shortland Bluff
<b>ORCVB</b>	S38° 17.95' E144° 37.76'	Heads Exit
<b>ORCVC</b>	S38° 18.50' E144° 36.80'	Channel Clearing
<b>ORCVD</b>	S38° 18.00' E144° 38.67'	Big Rock

- C4.2. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 8.5.
- C4.3. 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. This photograph shall be submitted to the Race Director if requested in accordance with D5.3.

## C5 Pilot Boarding Ground Exclusion Zone

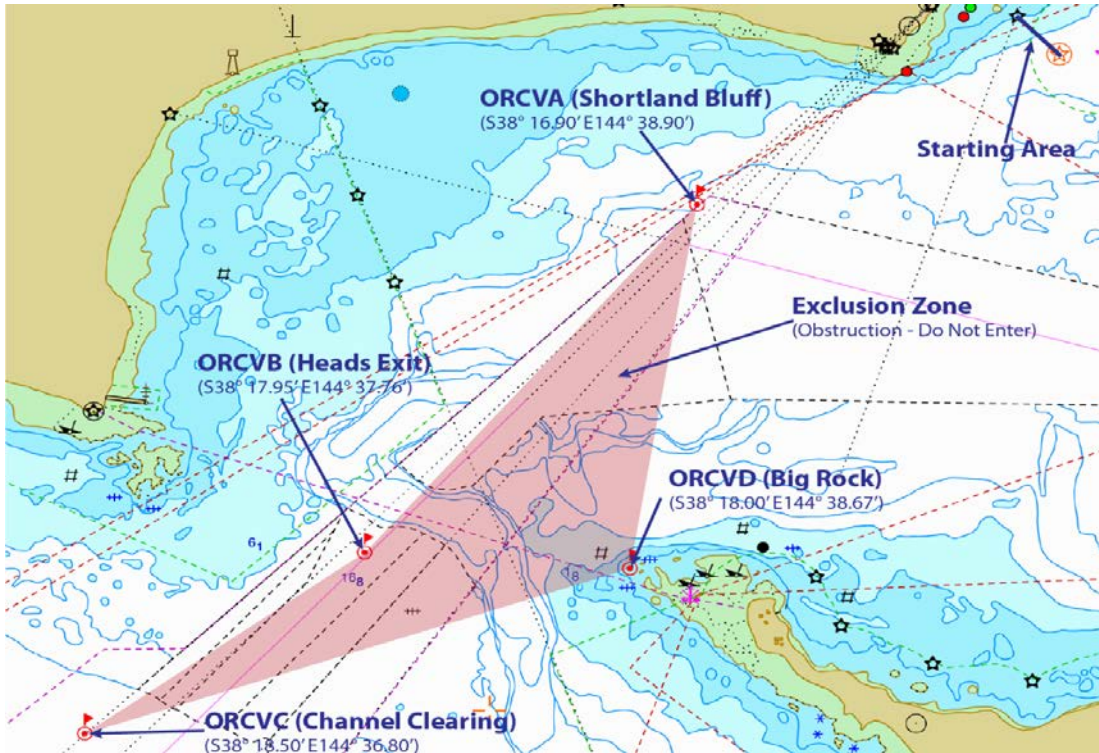
- C5.1. Yachts are required to keep out of the Pilot Boarding Ground outside the Port Phillip Heads to avoid obstructing the pilot boats and shipping.

- C5.2. The area is bounded by the following locations, also shown in the diagram below:

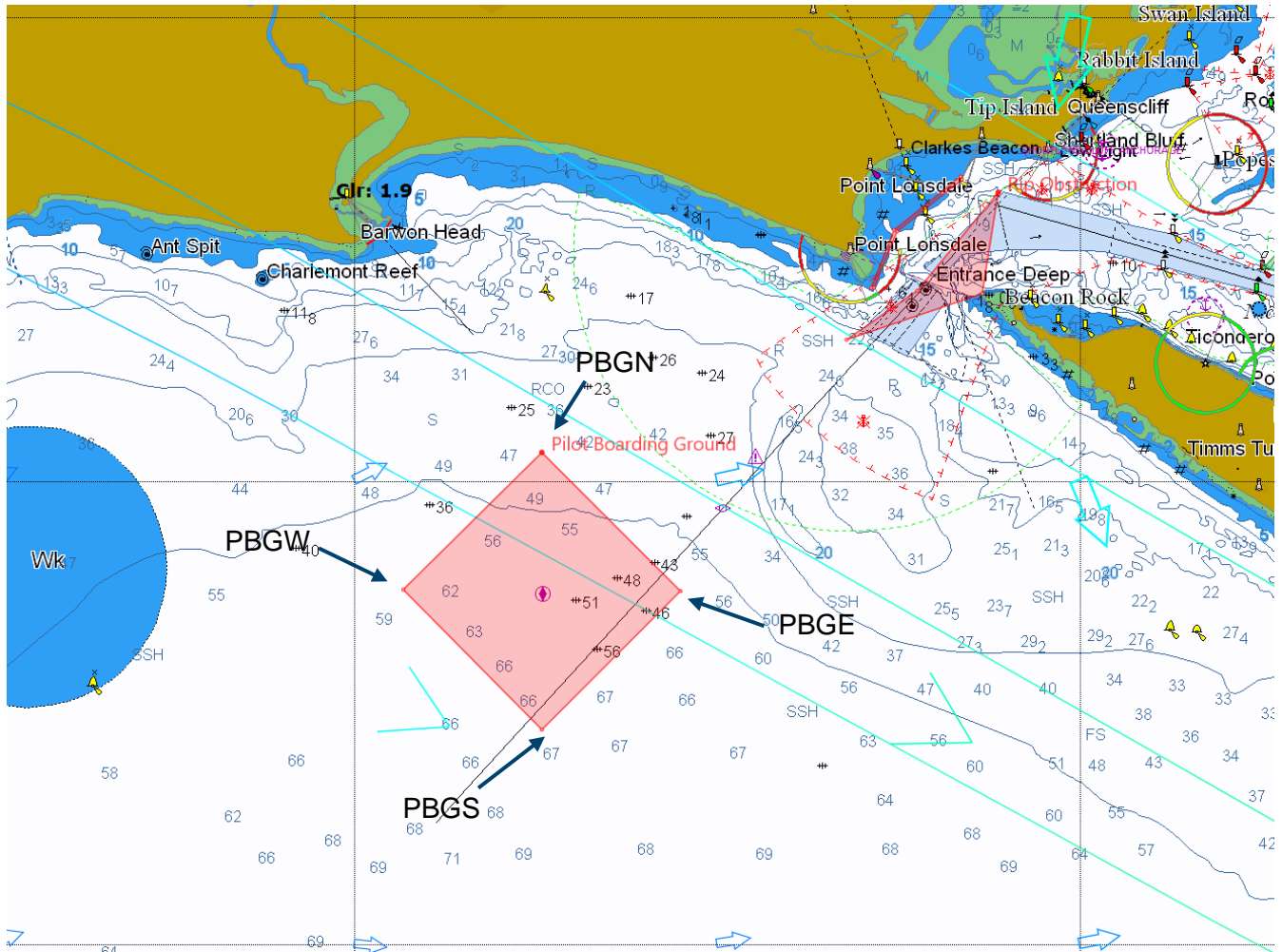
Mark	Position	Description
<b>PBGN</b>	S38° 19.69' E144° 32.60'	Pilot boarding Ground - North
<b>PBGS</b>	S38° 22.69' E144° 32.60'	Pilot boarding Ground - South
<b>PBGE</b>	S38° 21.19' E144° 34.51'	Pilot boarding Ground - East
<b>PBGW</b>	S38° 21.19' E144° 30.69'	Pilot boarding Ground - West

- C5.3. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 8.5.
- C5.4. Yachts are required to record their track around the Pilot Boarding Ground Exclusion Zone using their chart plotter or similar device, and to take a photograph of this track to demonstrate compliance with the Pilot Boarding Ground Exclusion Zone. This photograph shall be submitted to the Race Director if requested in accordance with D5.3.

## Heads Exclusion Zone



### Pilot Boarding Ground Exclusion Zone



## Appendix D: Finish

This appendix describes the Finishing Line and the post-finishing procedures.

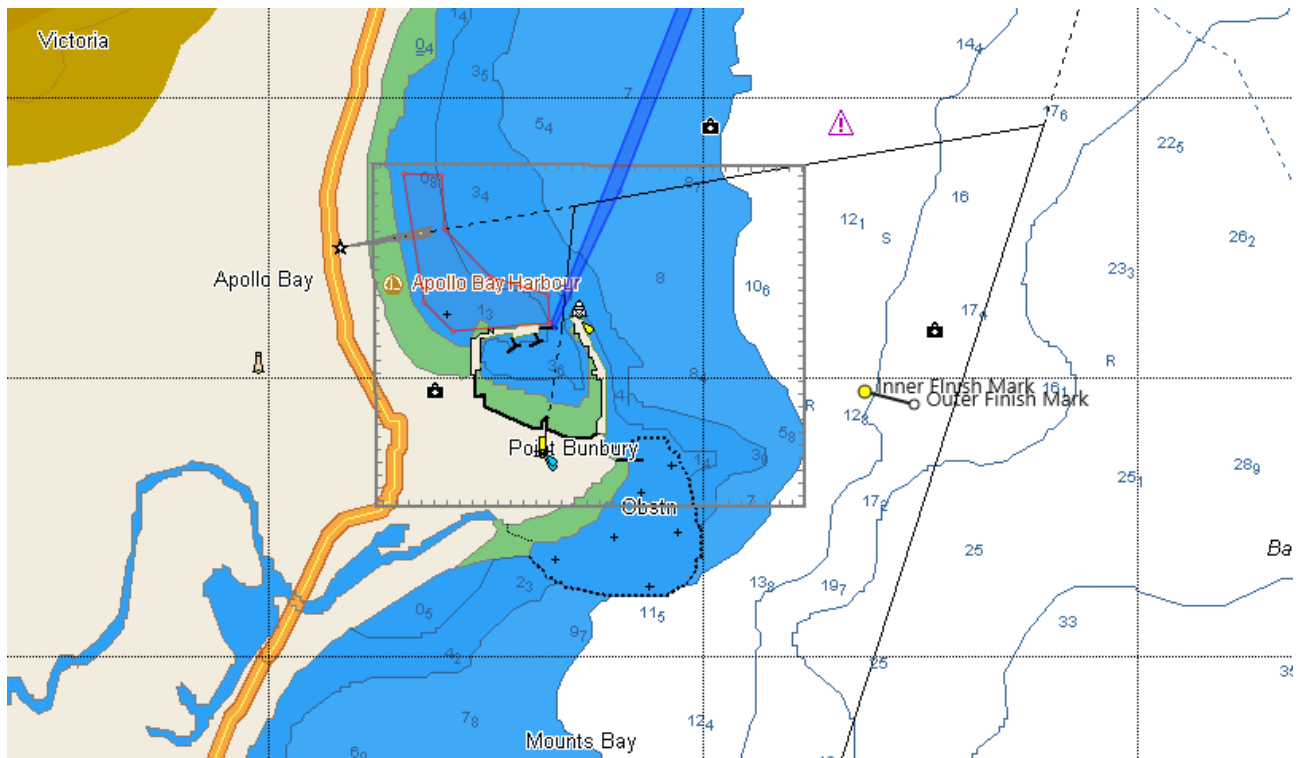
Note: the positions given are approximate.

### D1 Reporting

- D1.1. Each yacht is required to notify Ocean Racing on VHF Channel 82 when they are approximately 30 minutes the finish line.
- D1.2. Each yacht is required to notify Ocean Racing on VHF Channel 82 when they are approximately 5 minutes the finish line.
- D1.3. Each yacht shall notify Ocean Racing on VHF Channel 82 when they finish.

### D2 Finishing Line

- D2.1. The Finishing Line at Apollo Bay will be an imaginary line between the following virtual marks:
  - Inner: S38° 45.528' E143° 41.376'
  - Outer: S38° 45.551' E143° 41.492'
- D2.2. The Finishing Line starts approximately half a nautical mile from the end of the Eastern breakwater and is approximately 0.09 nm (170 metres) long. It is oriented at approximately 104° true.
- D2.3. Yachts shall cross the finishing line in a Southerly direction.
- 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.



### D3 Finishing Procedure

- D3.1. Skippers are required to record and report their own finishing times, accurate to 1 second based on GPS time. They should also record details of any boats which may be finishing in close proximity.

### D4 Declarations

- D4.1. Each yacht is required to lodge a declaration on the form provided in **Appendix E: Race Declaration** with the ORCV as soon as practical, within 12 hours of finishing the race.
- D4.2. Declarations may be handed in manually to a Race Director or sent by Email or SMS as a photograph or PDF to the Race Director in accordance with A2.2 and A2.3.

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.

### D5 Presentation

- D5.1. Trophies will be presented at the next ORCV presentation ceremony at a place and time to be announced.



## D6 Mooring Facilities

- D6.1. If you have arranged a berth for Saturday night, it will be available on the North side of the harbour (inner side of the breakwater). Contact the Apollo Bay Harbour Master on VHF Channel 72 for directions.
- D6.2. Harbour soundings may be advised by ORCV closer to the Race time.
- D6.3. Attempting to enter the harbour during strong easterlies can be very hazardous.
- D6.4. Further information, covering both draft and expected sea state may be emailed to skippers on Tuesday 21 May 2023 and again later in the week if strong easterlies are forecast.
- D6.5. Yachts may be required to raft up and shall be prepared for this.
- D6.6. Skippers shall comply with the instructions/advice of the Apollo Bay Harbour Master and moor only in the spaces allocated to them.

## D7 Tides at Apollo Bay and the Rip

Apollo Bay, VIC – May 2024											PRINT TABLE		
SAT 25 MAY		SUN 26 MAY		MON 27 MAY		TUE 28 MAY		WED 29 MAY		THU 30 MAY		FRI 31 MAY	
HIGH	12:05 am 1.56 m	HIGH	12:45 am 1.52 m	HIGH	1:24 am 1.49 m	HIGH	2:02 am 1.48 m	HIGH	2:44 am 1.49 m	HIGH	3:28 am 1.51 m	HIGH	4:18 am 1.55 m
LOW	5:45 am 0.45 m	LOW	6:25 am 0.32 m	LOW	7:07 am 0.24 m	LOW	7:50 am 0.22 m	LOW	8:35 am 0.28 m	LOW	9:20 am 0.40 m	LOW	10:07 am 0.58 m
HIGH	1:19 pm 2.19 m	HIGH	1:58 pm 2.15 m	HIGH	2:36 pm 2.10 m	HIGH	3:15 pm 2.05 m	HIGH	3:54 pm 2.00 m	HIGH	4:32 pm 1.97 m	HIGH	5:12 pm 1.95 m
LOW	7:18 pm 1.05 m	LOW	7:55 pm 0.95 m	LOW	8:30 pm 0.89 m	LOW	9:06 pm 0.85 m	LOW	9:44 pm 0.85 m	LOW	10:22 pm 0.85 m	LOW	11:04 pm 0.86 m

The Rip, VIC – May 2024													PRINT TABLE								
MON 20 MAY			TUE 21 MAY			WED 22 MAY			THU 23 MAY			FRI 24 MAY			SAT 25 MAY			SUN 26 MAY			
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	
	1:58 am	-3.60		2:51 am	-3.70	12:35 am	3:42 am	-3.95	1:20 am	4:26 am	-4.30		12:02 am	+2.19		12:45 am	+2.37		1:25 am	+2.54	
6:13 am	9:05 am	+2.54	7:08 am	10:03 am	+3.03	7:56 am	10:48 am	+3.53	8:39 am	11:28 am	+3.97	2:05 am	5:05 am	-4.67	2:48 am	5:43 am	-5.03	3:31 am	6:22 am	-5.31	
12:26 pm	2:52 pm	-2.33	1:50 pm	4:11 pm	-2.35	2:55 pm	5:18 pm	-2.78	3:44 pm	6:09 pm	-3.27	9:20 am	12:06 pm	+4.30	10:01 am	12:44 pm	+4.52	10:41 am	1:23 pm	+4.62	
5:51 pm	9:10 pm	+2.13	7:25 pm	10:17 pm	+2.01	8:40 pm	11:14 pm	+2.05	9:35 pm			4:26 pm	6:52 pm	-3.65	5:05 pm	7:31 pm	-3.89	5:43 pm	8:08 pm	-4.04	
11:51 pm												10:20 pm			11:00 pm			11:36 pm			

# 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 2024  
 Melbourne to Apollo Bay Yacht Race and have noted any required declarations on the rear of this form.  
 Finish time in the table below.

Finish Line	Finish Line Crossing time	Yachts in Vicinity
Finish		

- 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.

Any comments on the race:

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<b>Signed:</b>	
<b>Date:</b>	

## Return Voyage

Details of the planned return voyage are:

<b>Expected date/time of departure:</b>		
<b>Destination:</b>		
<b>Expected date/time of arrival:</b>		
<b>Shore based contact who'll be aware of crew changes, next of kin and voyage progress:</b>	Name:	
	Telephone:	

<b>Shore Radio Station with which the yacht will maintain position schedules:</b> <i>Note: Returning yachts are required to maintain position schedules until they have re-entered Port Phillip</i>	
<b>Same crew as for race:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below

The skipper shall SMS the race director once safely inside the Port Phillips heads.

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.

<b>Signed</b>	
<b>Person in Charge</b>	
<b>Date</b>	