



2025 Beyond the Bay Bass Strait Coastal Sail Sailing Instructions



Amendments

Number	Instructions Changed	Summary of Amendment

Key Information		
	Event Dates and Warning Signals	Saturday 11 October, 1155
	ORCV Office Phone	0493 102 744
	Event Director Phone	0418 396 605
	Event Director Email	race.director@orcv.org.au

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Sailing Instructions

The 2025 Bass Strait Sail will be conducted on the waters of Port Phillip and Bass Strait. The Event is organised and conducted by the Ocean Racing Club of Victoria.

1. Event Program

The event is scheduled as follows:

Date	First Warning Signal	Sunrise Time	Sunset Time	Time Zone
Saturday 11 October 2025	1155	0640	1933	AEDT

2. Rules

- 2.1. The rules for this Event will be the current versions of:
 - The 2025-2028 Racing Rules of Sailing (RRS) of Australian Sailing (AS),
 - The Prescriptions and Special Regulations of Australian Sailing (AS),
 - The International Regulations for Preventing Collisions at Sea, 1972 (ColRegs),except as amended by these Sailing Instructions and the Notice of Event.
- 2.2. All times in these Sailing Instructions are Australian Eastern Daylight Time (AEDT) unless otherwise stated.
- 2.3. Between the hours of sunset and sunrise, RRS 10 to 22 inclusive will cease to be applicable and will be replaced by ColRegs.
- 2.4. For the purpose of this event, the times of sunrise and sunset are as detailed in Instruction 1.

3. Notices to Competitors

- 3.1. Notices to Competitors (NtC) will be posted on the ORCV website, www.orcv.org.au.
- 3.2. Any change to these Sailing Instructions will be:
 - posted on the ORCV website (www.orcv.org.au) before 0700 on the day of the Event
 - advised to competitors on VHF Channel 82 at the commencement of the sign-on schedule (see Appendix A: Event Communications).

4. Crew Declaration

- 4.1. A crew declaration must be completed using the TopYacht link. The link will be communicated via a NTC no later than 48 hours before the Event.
- 4.2. Each skipper must complete the crew declaration prior to the Sign-On Schedule on the day of the Event.
- 4.3. This includes an initial declaration the boat intends to Event and all required crew details must be completed.
- 4.4. If the skipper has not submitted the crew declaration, the skipper will be contacted at the Sign-On Schedule. Penalties may be imposed for not submitting the crew declaration.

5. Class Flag

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

6. The Start

The Start is as described in Appendix B: Start.

7. The Course

- 7.1. The courses are as described in Appendix C: Courses and Marks.
- 7.2. Please note these courses include mostly virtual marks and, as part of a validation process, competitors must record all rounding or passing times (with the exception of the Heads Exclusion marks) as part of their Event Declaration.
- 7.3. If wind conditions are not sufficient for boats to make 5 kts boat speed and over, the engine may be used to sail the course, also if the wind direction through the heads is not in the direction to allow the boat to clear the exclusion zone, the use of the engine may be used through the heads area.
- 7.4. At no stage during the sail, shall any boat sail more than 4nm from the coast.

8. The Finish

The finish is as described in Appendix D: Finish.

9. Time Limit

The time limit for all boats in this Event is sunset. For the purposes of this Event, the time of sunset will be as listed in the Instruction 1: Event Program.

10. Boats Retiring

Boats retiring must inform the Event Director as described in A12 Boats Retiring.

11. Safety Regulations

- 11.1. The Safety Category and regulations are as set out in the Notice of Event.
- 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. Please refer to Australian Sailing special regulations 5.01.1(g) which requires life jackets must be worn between the hours of sunset and sunrise.
- 11.3. The crew of boats sailed double handed must wear lifejackets at all times when on deck.
- 11.4. 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 the Heads, sailing at night and when the weather or weather forecast indicates heightened risk. For full details, consult the Transport Safety Victoria website (<https://safetransport.vic.gov.au>).
- 11.5. Boats must 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 Vic Ports Harbour Master's Directions. Ships are restricted in their ability to manoeuvre while entering Port Phillip and boats must take any necessary avoiding action early.
- 11.6. In the event of avoiding action becoming necessary, a boat may start its engine and motor to avoid a shipping hazard, on a course perpendicular to the ship's track for as long as necessary.
- 11.7. A boat that takes such action must return to the location it started motoring, cease motoring and resume sailing as soon as possible. The details of any such action must be reported to the Event Director on the Declaration after finishing.
- 11.8. Attention is drawn to Rule 9(a) and Rule 9(b) of the Collision Regs(ColRegs), and boats must hold to any course and directions prescribed during the Shipping Advice Broadcast.
- 11.9. A boat or its equipment may be inspected at any time for compliance with the Special Regulations and Notice of Event.
- 11.10. The Event Director may, at their absolute discretion, disqualify a boat from participating or continuing to participate in this Event if they believe that it is unsafe for that boat to commence or continue to participate.

12. Unsuitable Conditions

- 12.1. After commencement of this Event, the Event can be terminated at the Event Director's discretion.
- 12.2. The Event Committee may deem the Event to be shortened, an alternative course to be sailed, abandoned, rescheduled to another time or shortened.
- 12.3. Abandonment of a Event will be advised by radio communications and may be advised by SMS.

13. Event Communications

Event communications procedures are detailed in Appendix A: Event Communications.

14. Disclaimer of Liability

- 14.1. All those taking part in this Event do so at their own risk and responsibility.
- 14.2. Acceptance of a boat as an entrant in this Event 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 boat or any equipment on such boat to safely compete in this Event, and/or deal with any and all eventualities of the contemplated passage. It is the responsibility of each skipper of each competing boat to decide whether their boat 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 Event is responsible for the seaworthiness of any boat whose entry is accepted.
- 14.3. Attention is drawn to Fundamental Rule 3 inline with the RRS which states:
“The responsibility for a boat’s decision to participate in a sail or to continue sailing is hers alone.”

15. Crew Behaviour

- 15.1. 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>
- 15.2. 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-event social events.

16. Appendices

The following Appendices A, B, C, D and E form part of these Sailing Instructions.

Appendix A: Event Communications

This Appendix describes the radio and other communications procedures to be followed during this Event.

A1 Emergency and Urgent Safety Messages

Urgent safety messages for the Event Director may be transmitted at any time on VHF Channel 82. The Event Director can be phoned on 0418 396 605.

A2 General

- A2.1. While racing, a boat must neither make nor receive communications not available to all boats.
- A2.2. If equipped on the boat, the AIS transponder must be switched on in transmit mode with yacht name and MMSI always displayed during the Event.
- A2.3. All boats must respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules. Failure to sign on before the end of the Sign-On schedule will result in the yacht being excluded from this event.
- A2.4. Boats must not give false or misleading position reports.
- A2.5. Boats must not interfere with operation of any tracking units.
- A2.6. Boats must always monitor VHF Channel 16. ORCV recommends dual channel setup on VHF radios be used to allow continuous Channel 16 monitoring.
- A2.7. Scheduled communications for the Event are listed in A13.

A3 Radio Event Channels

- A3.1. Station name: Ocean Racing
- A3.2. Event communications will use the following VHF Channels:

VHF Channel	Usage
12	Shipping Advice Broadcast, start sequence
82	Other routine event communications
16	Distress & Calling
67	Working, Maritime safety information

A4 Crew Changes

- A4.1. The requirements of the Notice of Event must still be met if removing, adding or substituting a crew member.
- A4.2. When nominating additional crew, the following details must 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.

A5 Pre Event Monitoring, Sign-On Schedule and Course Selection

- A5.1. Boats must monitor VHF Channel 82 for pre event communications and any changes to Sailing Instructions including radio frequencies. Refer A13 for further details.
- A5.2. The Sign-On schedule will be conducted on Channel 82. The selected course for the Event will be announced at the commencement of the Sign-On schedule and again at the end of the first call of the boats. Refer A13 for further details.
- A5.3. Boats will be called in alphabetical order to confirm that they are starters in the Event. If intending to participate, boats must respond:
 - “{Boat Name} is a starter, {xx} persons on board, and we comply with the Notice of Event. Over.”
- A5.4. Boats that do not respond on the first call must wait until they are called again at the end of the schedule.
- A5.5. Boats failing to respond during this schedule will not be considered a starter in the Event
- A5.6. In case of difficulties, boats must contact the Event Director.

A6 Shipping Advice Broadcast

- A6.1. Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A6.2. All boats must monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are 3 nautical miles outside Port Phillip Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency as well. In addition, boats must still maintain a continuous listening watch on VHF Channel 16.
- A6.3. Boats may cease monitoring VHF Channel 12 when 3 miles clear of the Heads and revert to monitoring VHF Channel 82 and 16.

A7 Premature Starters

Not applicable to this event.

A8 Position Reporting Schedules

- A8.1. Position Reports have been scheduled commencing at times defined in A13. One or more of these schedules may be deleted by the Event Director if not required.
- A8.2. Boats, called in alphabetical order on VHF Channel 82 by Ocean Racing, must report their position at the start of the relevant position reporting schedule in degrees and whole minutes only.

{Boat Name} Position {ddmm dddmm} OVER

A9 Finishing Report

- A9.1. Unless shorten course applies, when approximately 5 minutes from the finish line, a finishing report must be made to the Event Director on VHF Channel 82 to indicate the boat is approaching the finishing line.
- A9.2. A further call must be made on Channel 82 as the boat crosses the finish line in accordance with the finishing procedures set out in D1.

A10 Ad Hoc Communications

- A10.1. Ocean Racing will monitor the Event frequency, VHF repeater Channel 82 as much as possible.
- A10.2. A boat 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	24x7
VHF 67	N/A	24x7
VHF 70 (DSC)	N/A	24x7
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.

- A10.3. 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 +61 2 6230 6811	Search and rescue, medical advice AMSA / JRCC

A10.4. 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.

A11 Radio Failure

In the event of VHF radio failure boats must contact the Event Director by mobile phone.

A12 Boats Retiring

A12.1. Should a boat retire from the Event, 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 boat is retiring.

A12.2. Boats that retire must continue to monitor the Event frequency and respond to any radio messages from Ocean Racing until such time as they reach a safe harbour.

A12.3. Within 2 hours of arrival at a safe harbour, contact must be made with ORCV (Ocean Racing) by radio or the Event Director's phone to confirm safe arrival.

A12.4. Failure to comply with this requirement may prejudice acceptance of an entry in future events.

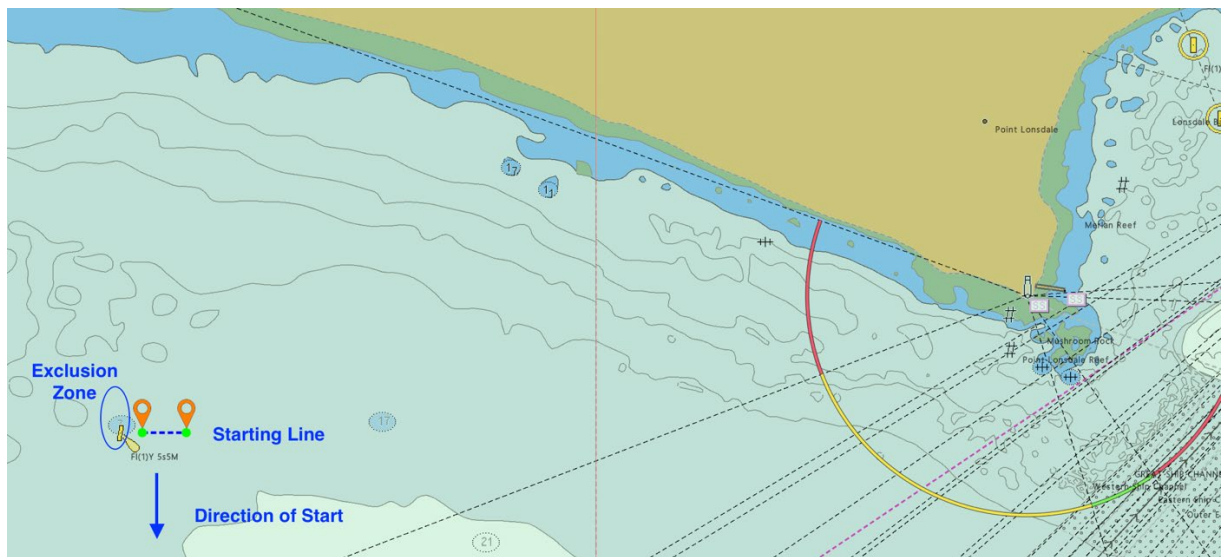
A13 Summary

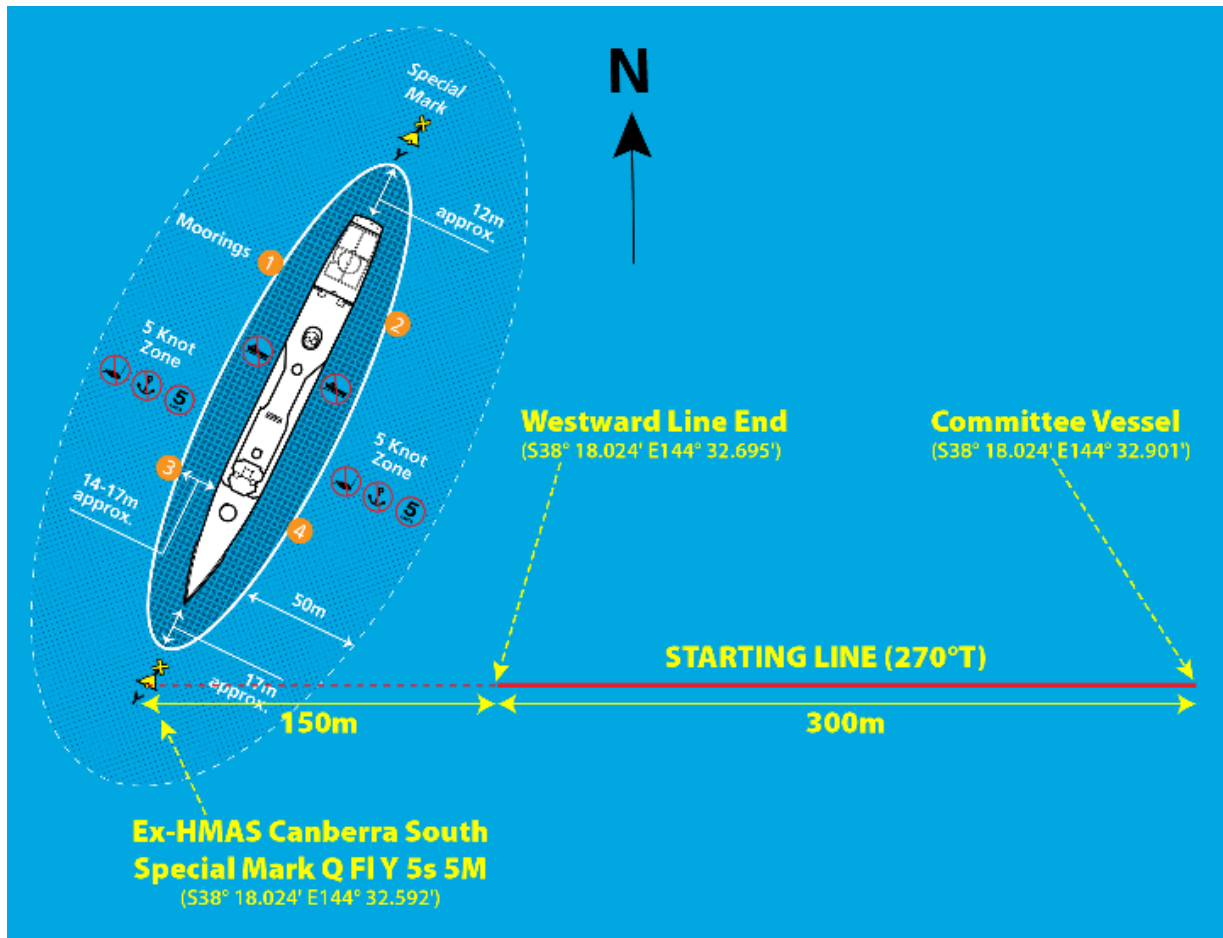
Saturday 11 October 2025

Date	Time (AEST)	Action	Channel	Station
11 October	1045-1145	Pre-Event Monitoring	VHF Channel 82	Ocean Racing
11 October	1130	Announcement of Course Selection Sign-On Schedule and monitor	VHF Channel 82	Ocean Racing
11 October	1145	Shipping Advice	VHF Channel 12	Ocean Racing/VTS
11 October	1155-1200	Starting Sequence	VHF Channel 12	Start Boat
11 October	1200	Individual recalls may be notified	VHF Channel 12	Start Boat
11 October	1400	Position Report, Shorten Course	VHF Channel 82	Ocean Racing
11 October	5 minutes before finishing	Report	VHF Channel 82	Ocean Racing
11 October	Finishing	Report and continue to monitor radio	VHF Channel 82	Ocean Racing

B3 Alternative Starting Line

- B3.1. If the Event Director determines it necessary, the Alternative Starting Line will be announced at the Sign-On Schedule along with a revised start time to enable competitors to reach the start location.
- B3.2. The Alternative Starting Line will be an imaginary line beginning 150 metres 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.
- B3.3. 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'.
- B3.4. After clearing the Heads on the way to the start, boats must 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.
- B3.5. 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. Event will be started using the following signals with flares replacing flags as visual signals.

5 Minutes before start	Warning Signal (white flare)
Start	Starting Signal (green flare)

There will be no Preparatory or One Minute signals, amending RRS 26.

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

B4.3. There will be no General Recall, amending RRS 29.2.

B5 Postponements

B5.1. A postponement may apply at the sole discretion of the Event 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 boat on their primary registered contact phone, amending RRS 27.3.

Appendix C: Courses and Marks

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

C1 Overview

Six courses are provided for this event, one being an Eastern course and the other being a Western course. All marks will be virtual marks.

C2 Announcement of Course to be sailed

The Event Director will announce the course to be sailed at the beginning of the Sign-On schedule and again at the conclusion of the first call of the boats. This announcement may include a decision to use the Alternative Starting Line but will not limit the Event Director's right to shorten course during the Event.

C3 Shorten Course Options

- C3.1. The Event Director may shorten course by deleting one or more marks of the course or finishing the Event at any mark of the course, or any combination of the above.
- C3.2. In the event of a shortened course, the finish line will be a line drawn from the shortened course mark at ninety degrees to the direction from the last mark on the side of the mark that boats are required to pass.

C4 Course Detail

- C4.1. For events starting in Port Phillip the courses are given below.
- C4.2. In the event of a shortened course, the finish line will be a line drawn from the shortened course mark at ninety degrees to the direction from the last mark on the side of the mark that boats are required to pass.
- C4.3. If the Alternative Starting Line is used there is no requirement to pass/round the Heads Exclusion Zone marks (ORCVA, ORCVB & ORCVC) to port. Also the Heads Turning mark will also not be part of the course.
- C4.4. The location of marks is given in C6. See Appendices B and D for the location of start and finish lines. Note All marks are virtual marks.

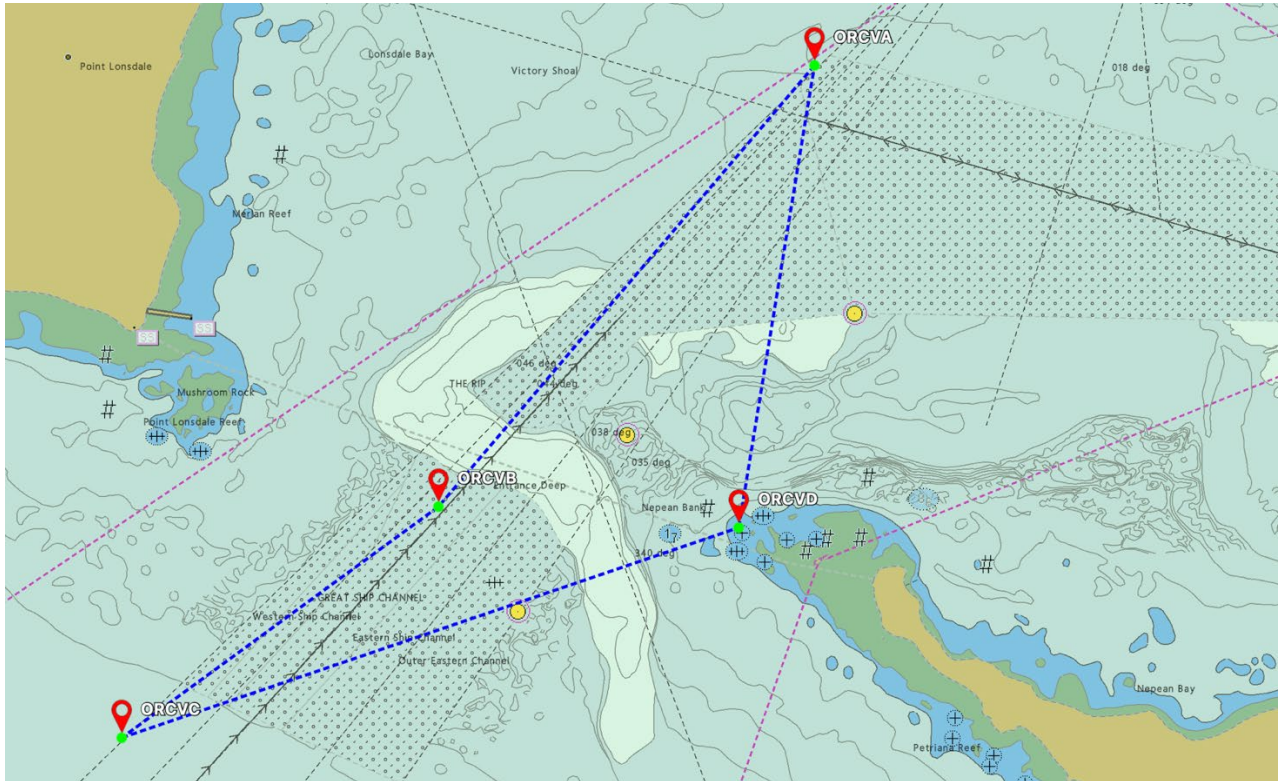
East Course 1		East Course 2		East Course 3		West Course 1		West Course 2		West Course 3	
Mark	Pass/Round to	Mark	Pass/Round to	Mark	Pass/Round to	Mark	Pass/Round to	Mark	Pass/Round to	Mark	Pass/Round to
Start		Start		Start		Start		Start		Start	
ORCVA	Round to Port	ORCVA	Round to Port	ORCVA	Round to Port	ORCVA	Round to Port	ORCVA	Round to Port	ORCVA	Round to Port
ORCVB	Pass to Port	ORCVB	Pass to Port	ORCVB	Pass to Port	ORCVB	Pass to Port	ORCVB	Pass to Port	ORCVB	Pass to Port
ORCVC	Pass to Port	ORCVC	Pass to Port	ORCVC	Pass to Port	ORCVC	Pass to Port	ORCVC	Pass to Port	ORCVC	Pass to Port
Btb Heads Turning	Round to Port	Btb Heads Turning	Round to Port	Btb Heads Turning	Round to Port	Btb Heads Turning	Round to Starboard	Btb Heads Turning	Round to Starboard	Btb Heads Turning	Round to Starboard
Btb East01	Round to Starboard	Btb East02	Round to Starboard	Btb East02	Round to Starboard	Btb West01	Round to Starboard	Btb West02	Round to Starboard	Btb West03	Round to Starboard
Btb Heads Turning	Round to Port	Btb Heads Turning	Round to Port	Btb Heads Turning	Round to Port	Btb Heads Turning	Round to Starboard	Btb Heads Turning	Round to Starboard	Btb Heads Turning	Round to Starboard
ORCVC	Pass to Starboard	ORCVC	Pass to Starboard	ORCVC	Pass to Starboard	ORCVC	Pass to Starboard	ORCVC	Pass to Starboard	ORCVC	Pass to Starboard
ORCVB	Pass to Starboard	ORCVB	Pass to Starboard	ORCVB	Pass to Starboard	ORCVB	Pass to Starboard	ORCVB	Pass to Starboard	ORCVB	Pass to Starboard
ORCVA	Round to Starboard	ORCVA	Round to Starboard	ORCVA	Round to Starboard	ORCVA	Round to Starboard	ORCVA	Round to Starboard	ORCVA	Round to Starboard
Finish		Finish		Finish		Finish		Finish		Finish	
Approx. Dist.	22 NM		27 NM		32 NM		22 NM		27 NM		30 NM

C5 Location of Marks

Mark	Latitude	Longitude	Notes
BtB East01	S38° 23.000'	E144° 44.000'	
BtB East02	S38° 24.998'	E144° 46.000'	
BtB East03	S38° 27.000'	E144° 48.000'	
BtB Heads Turning	S38° 18.500'	E144° 36.500'	
BtB West01	S38° 19.000'	E144° 27.000'	
BtB West02	S38° 20.000'	E144° 24.000'	
BtB West03	S38° 21.000'	E144° 22.000'	
ORCVA	S38° 16.900'	E144° 38.900'	Heads Exclusion Zone boundary
ORCVB	S38° 17.950'	E144° 37.760'	Heads Exclusion Zone boundary
ORCVC	S38° 18.500'	E144° 36.800'	Heads Exclusion Zone boundary
ORCVD	S38° 18.000'	E144° 38.670'	Heads Exclusion Zone boundary
PBG01	S38° 19.683'	E144° 33.390'	Pilot boarding Ground 1
PBG02	S38° 20.562'	E144° 34.507'	Pilot boarding Ground 2
PBG03	S38° 21.804'	E144° 34.507'	Pilot boarding Ground 3
PBG04	S38° 22.683'	E144° 33.390'	Pilot boarding Ground 4
PBG05	S38° 22.683'	E144° 31.810'	Pilot boarding Ground 5
PBG06	S38° 21.804'	E144° 30.693'	Pilot boarding Ground 6
PBG07	S38° 20.562'	E144° 30.693'	Pilot boarding Ground 7
PBG08	S38° 19.683'	E144° 31.810'	Pilot boarding Ground 8

C6 Heads Exclusion Zone

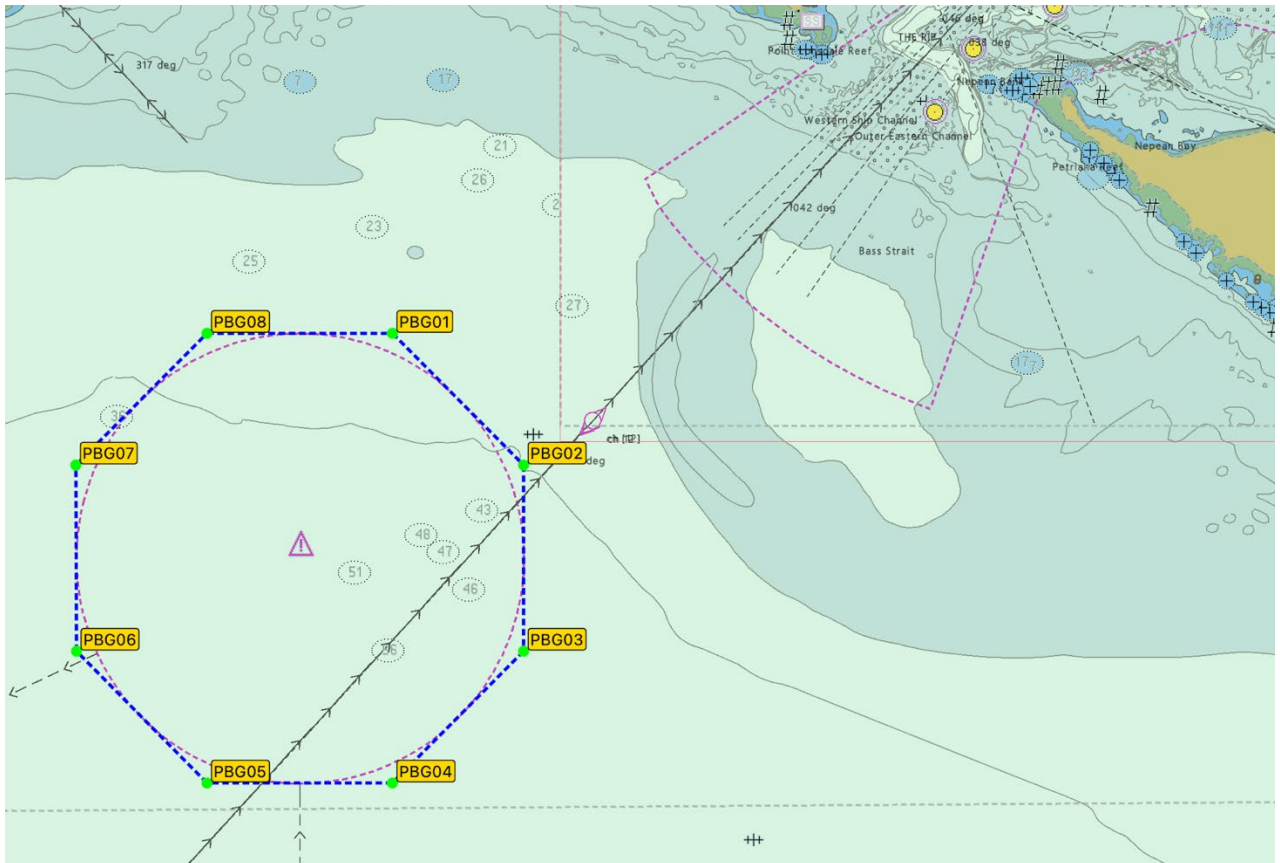
- C6.1. Boats must keep out of the main channels in Port Phillip Heads and avoid obstructing shipping. The area bounded by the following marks (ORVCA-ORCVB-ORCVC-ORCVD-ORCVA), shown in the diagram below, is an obstruction.



- C6.2. Boats shown to have sailed within the bounds of this obstruction may be protested and will be penalised at the discretion of the Protest Committee.
- C6.3. Boats must record their track through the Heads using their chart plotter or similar device and take a photograph of this track to demonstrate compliance with the Heads Exclusion Zone. This photograph must be submitted to the Event Director if requested.

C7 Pilot Boarding Ground Exclusion Zone

- C7.1. Boats must keep out of the Pilot Boarding Ground outside Port Phillip Heads to avoid obstructing pilot boats and shipping. The area bounded by the following marks (PBG01-PBG02-PBG03-PBG04-PBG05-PBG06-PBG07-PBG08-PBG01), shown in the diagram below, is an obstruction.



- C7.2. Boats shown to have sailed within the bounds of this obstruction may be protested and will be penalised at the discretion of the Event Committee.
- C7.3. Boats must record their track around the Pilot Boarding Ground Exclusion Zone using their chart plotter or similar device and take a photograph of this track to demonstrate compliance with the Pilot Boarding Ground Exclusion Zone. This photograph must be submitted to the Event Director if requested.

Appendix D: Finish

This Appendix describes the finishing line and the post-finishing procedures.

D1 Reporting

D1.1. Each boat is required to notify Ocean Racing on VHF Channel 82 when it crosses the finish line

D2 Finishing Line

D2.1. The finish line for this sailing event shall be when passing Drapers Reef Pile to Port.

D2.2. Boats must finish in a northerly direction. There will be no committee boat on station.

D3 Finishing Procedure

Skippers must record and report their own finishing times, accurate to 1 second using their GPS time. They must record details of any boats which may be finishing in close proximity.

D4 Event Declaration

D4.1. Each boat must lodge a declaration on the form provided in Appendix E: Event Declaration with the ORCV within 2 hours of finishing the Event. The Event Declaration Form includes details of the marks, gates, finishing time, and boats in the vicinity of these.

D4.2. The declaration must be sent to the Event Director by email or SMS as an image or PDF.

D4.3. If a skipper is uncertain as to whether a rule has been breached, they should report the circumstances as part of the declaration.

D5 Presentation

A presentation will be carried out at the Queenscliff Yacht Club at approx.. 1800 with a Beyond the Bay course completion certificate provided to all participants who completed this sail.

D6 Tides at The Rip

Rates in Knots, Positive (+) Direction to 038 degrees, Negative (-) Direction to 200 degrees

FRI 10 OCT			SAT 11 OCT			SUN 12 OCT		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
	2:15 am	+4.69	12:16 am	2:59 am	+4.84	1:02 am	3:44 am	+4.81
5:59 am	8:33 am	-4.81	6:49 am	9:22 am	-4.83	7:36 am	10:07 am	-4.73
12:06 pm	2:44 pm	+3.63	12:48 pm	3:23 pm	+3.65	1:29 pm	4:00 pm	+3.61
5:14 pm	8:03 pm	-6.42	5:54 pm	8:44 pm	-6.70	6:35 pm	9:27 pm	-6.68

Appendix E: Event Declaration

Declaration

I, _____ [Person in charge], overseeing the yacht
 _____ [Yacht name] have adhered to the Rules and Conditions of the 2025
 Bass Strait Coastal sail and have noted any required declarations on the rear of this form.

Finish time in the table below.

Marks rounded or passed	Rounding/Passing/Crossing time	Yachts in Vicinity
Finish		

- Please tick if you had a safety related incident or near miss during the Event. 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 Event:

Signed:	
Date:	