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**CAT-2 OCEAN**



# 2025 Melbourne to Hobart Westcoaster Yacht Race

## Sailing Instructions



Photo: Al Dillon

## Amendments

Number	Instructions Changed	Summary of Amendment

Key Information		
	Warning Signal	1325 Saturday 27 December 2025
	ORCV Office Phone	0493 102 744
	Race Director Phone	0418 396 605
	Race Director Email	race.director@orcv.org.au

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# Sailing Instructions

The 2025 ORCV Melbourne to Hobart Westcoaster Yacht Race will be conducted on the waters of Bass Strait and the western and southern coasts of Tasmania. The Race is organised and conducted by the Ocean Racing Club of Victoria Inc. (ORCV) with the co-operation of the Derwent Sailing Squadron (DSS).

## 1. Rules

- 1.1. The Race will be governed by 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 rules and regulations of the Australian Measurement System (AMS),
  - The rules and regulations of the Offshore Rating Congress (ORC),
  - The Rules and Regulations of the Offshore Multihull Rating (OMR) Specification developed by the Multihull Yacht Club Queensland,
  - The International Regulations for Preventing Collisions at Sea, 1972 (ColRegs), and
  - 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 will cease to be applicable and will be replaced by the ColRegs.
- 1.4. For the purpose of this Race, the times of sunset and sunrise will be as follows:
  - Sunset: 2046
  - Sunrise: 0557

## 2. Notices to Competitors

- 2.1. Notices to competitors, including any changes to the Sailing Instructions will be posted on [www.orcv.org.au](http://www.orcv.org.au) and skippers will be advised when they are posted and, if any changes are required, the last change will be posted no later than 0730 on Saturday 27 December, 2025.
- 2.2. Amendments to the Sailing Instructions will also be advised to competitors at the compulsory in-person pre-race briefing (refer NoR Condition 12).
- 2.3. Any subsequent changes to Sailing Instructions will be communicated during the Pre-Race Communications monitoring time period.

## 3. Signals Made Ashore

There will not be any signals made ashore.

## 4. Class Flag

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

## 5. The Start

- 5.1. The start is described in Appendix B:Start.
- 5.2. The start is at 1330 on Saturday 27 December 2025.

## 6. The Course

The course is as described in Appendix C: Course.

## 7. The Finish

The finish is as described in Appendix D: Finish.

## 8. Protests and Requests for Redress

- 8.1. Protests or requests for redress must be lodged with the ORCV Race Director within 6 hours of the boat's finishing time.
- 8.2. Boats intending to protest or request redress must inform the Race Director by email, phone voice or messaging services or radio within 1 hour of finishing, giving any details as may be known at the time.
- 8.3. Protests or requests for redress may be heard at the Derwent Sailing Squadron in Hobart, as soon as practical.
- 8.4. The date, time and venue for a protest hearing will be posted on the ORCV website, with participants notified.
- 8.5. All requests for redress involving the official results must be submitted within 4 hours of posting the results.

## 9. Penalty System

- 9.1. If, after a protest and hearing, a boat is found to have infringed a rule, the Protest Committee may impose a penalty less than DSQ.
- 9.2. The Protest Committee may apply a time penalty for a breach of a rule or the Sailing Instructions declared by an infringing competitor without a hearing or after a hearing if a protest is contested.
- 9.3. **RRS 44.2** - A Two Turns Penalty will apply for monohulls and a One Turn Penalty will apply for multihulls for breaking a rule of RRS, Part 2 in Port Phillip.
- 9.4. **RRS 44.3** - A Time Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.
- 9.5. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS) at the discretion of the Protest Committee:

- For a minor infringement – 15 minutes
- For a significant infringement – 60 minutes
- For a serious infringement – the penalty will rest with the Protest Committee and may result in a time penalty or disqualification.
- For sailing within the bounds of any Exclusion Zone as designated in Appendix C – DSQ
- For failing to lodge with the Race Director the Race declaration form (SMS, email or hard copy) within 2 hours of finishing the Race – 120 minutes

9.6. Elapsed time or other penalties may be imposed for non-compliance with the Race Communications procedures as set out in the following table.

Penalty	Breach
<b>10 minutes</b>	Failure to report a position at a reporting schedule.
<b>30 minutes</b>	Failure to report positions at 2 non-consecutive reporting schedules.
<b>DSQ</b>	Failure to report positions at 2 consecutive reporting schedules.
<b>DSQ</b>	Failure to make a declaration when in the vicinity of 41°S in accordance with Instruction A10

9.7. All penalties will be noted by the Race Director and will be applied to finishing times. Race results will be adjusted after penalties are applied (complements RRS 64.1 and amends RRS 44.3).

## 10. Boats retiring

Boats retiring must inform the Race Director as described in A16: Boats 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 or when sailing short-handed. Please refer to Australian Sailing special regulations 5.01.1(g) which requires a life jacket 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. 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) whilst 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 in the entrance of 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 racing as soon as possible. The details of any such action must be reported to the Race Director on the Declaration after finishing.
- 11.8. Attention is drawn to Rule 9(a) and Rule 9(b) of ColRegs, and boats must hold to any course and directions prescribed during the Shipping Advice Broadcast. Boats found to have impeded the progress of a commercial vessel will be disqualified.
- 11.9. A boat or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.
- 11.10. The Race Director has absolute discretion to disqualify a boat from participating or continuing to participate in the Race if the Race Director believes that it is unsafe for that boat 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 Committee may deem the Race to be shortened, an alternative course to be raced, abandoned, rescheduled to another time. Arrangements for a shortened or alternative course will be communicated via a Notice to Competitors.
- 12.3. Prorated positions may be used to determine a result for the Race.
- 12.4. Abandonment of the Race will be advised by radio communications and may be advised by phone messaging services.

## **13. Race communications**

- 13.1. Race communications procedures, including VHF radio, HF radio and satellite phones, are detailed in Appendix A: Race Communications.
- 13.2. The skipper and one other crew member (preferably the navigator) must join the online pre-race briefing to be held as per the Notice of Race and any subsequent Notice to Competitors. Details will be advised in the week prior to the Race.
- 13.3. A weather briefing will be held via Teams on the day of the Race. Details will be advised in the week prior to the Race.
- 13.4. All references to communications to the Race Director mean by phone – 0418 396 605 or email – [race.director@orcv.org.au](mailto:race.director@orcv.org.au).

## **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 lodged with the Race Director, advise the Race Director that you wish to retain the tracker for the return voyage.

- Trackers must be switched off upon return to the boat's home club.
- It is the skipper's responsibility to ensure that trackers are returned to the ORCV office not later than 31 January 2026.
- Payment for the return journey is \$60 per calendar month.

## 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 boat as an entrant in the Race is not to be taken as express or implied acceptance on the part of the ORCV and/or any of its Flag Officers, Committee members, volunteers or Equipment Auditors or any other members, of the fitness of any boat or any equipment on such boat 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 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 Race is responsible for the seaworthiness of any boat 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 ORCV's Member Protection Policy and Code of Conduct. For more information refer to <https://www.orcv.org.au/club/member-and-participant-protection>
- 16.2. 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.
- 16.3. No flares of any type are to be fired while the boat is moored at Hobart. Civil authorities have severe penalties for any offenders. Skippers are reminded that the best way of ensuring that no flares are fired from their boat is to place them under lock and key.
- 16.4. Skippers are reminded to secure any controlled medications under lock and key.
- 16.5. Skippers are asked to remind crew that open liquor containers in a public street is an offence in Tasmania and will be prosecuted in Hobart. This does not include premises bound by a specific liquor license or liquor permit.

## 17. Appendices

- 17.1. 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 this Race. Attention is drawn to time penalties which apply in respect of certain breaches of the Race communications procedures. Refer to Instruction 9.

Please note these instructions contain a number of new provisions introduced in the 2024-25 season, including the introduction of mandatory “listening watches” at 1505 and 0305 for all boats.

## A1 Emergency and Urgent Safety Messages

- A1.1. Any Distress (MAYDAY) and Urgency (PAN PAN) calls should be made using the International Distress frequencies (HF4125, 6215, 8291, 12290 kHz and VHF Channel 16) or AMSA using the boat phone, on +61 2 6230 6811.
- A1.2. Urgent safety messages for the Race Director may also be transmitted at any time on the above HF frequencies. Kordia (Using the call sign Charleville Radio), on behalf of ORCV, will answer and relay these messages to the Race Director for attention. Boats with a phone in range should call the Race Director direct.

## A2 General

- A2.1. While racing, a boat must neither make nor receive communications not available to all boats.
- A2.2. AIS transponders must be operated in transmit mode with boat name and MMSI identified at all times during the Race.
- A2.3. It is mandatory for boats to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules. Boats must report their position when called.
- A2.4. Boats failing to report their position at scheduled times must make all efforts to communicate to Tas Maritime Radio (TMR) or the Race Director at the earliest opportunity thereafter.
- A2.5. Failure to sign on, or an inadequate radio signal at the Sign-On Schedule will result in the boat being scored DNS.
- A2.6. Boats must not give false or misleading position reports.
- A2.7. Boats must not interfere with the operation of any tracking units.
- A2.8. Boats must monitor VHF Channel 16 at all times. ORCV recommends dual channel setup on VHF radios be used to allow Channel 16 monitoring at all times.
- A2.9. Boats using satellite phones for communications must leave them on at all times and connected to the boat main battery during the Race, monitor and answer them when called.
- A2.10. The mobile phone of the Person in Charge must be turned on (silent mode or fully active) and kept charged for the duration of the Race. The number of this phone must be specified in the Race Entry prior to the start of the Race.

### A3 Scheduled Communications

Scheduled communications for the Race are listed in the table below with details provided in this appendix. HF is shorthand for HF radio. SP is shorthand for satellite phone.

Date	Time	Action	Channel	Station
26 December	1800-2100	Late Crew Changes	0418 396 605	Race Director
27 December	0930	Weather Briefing	Online - Teams	-
27 December	1230-1315	Monitor (Pre-Race Comms)	VHF Channel 82	Ocean Racing
27 December	1245-1315	Sign-On Schedule	VHF Channel 82	Ocean Racing
27 December	1315	Shipping Advice	VHF Channel 12	Ocean Racing
27 December	1325-1330	Starting Sequence	VHF Channel 12	Ocean Racing
27 December	1330	Individual recalls may be notified	VHF Channel 12	Ocean Racing
27 December	1505	Listening Watch	See A14	TMR
27 December	2045 2105	Reporting Schedule (SP) Reporting Schedule (HF)	SMS 0418 396 605 HF or VHF	Race Director Tas Maritime
28 December	0305	Listening Watch	See A14	Kordia (Charleville Radio)
28 December	0845 0905	Reporting Schedule (SP) Reporting Schedule (HF)	SMS 0418 396 605 HF or VHF	Race Director Tas Maritime
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Reporting Schedules and Listening Watches	SMS 0418 396 605 HF or VHF See A14	Race Director TMR/Kordia (Charleville Radio)
Latitude 41°S		Mandatory Report	VHF Channel 16	Tas Maritime
Iron Pot Light		1 <sup>st</sup> finishing Report	SMS 0418 396 605 Or VHF73	Race Director
10 Minutes from Finish line		2 <sup>nd</sup> Finishing Report	VHF Channel 73	Ocean Racing
Berthing		Post Finish	VHF Channel 9	DSS Tender

## A4 Crew Changes

- A4.1. 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, PLB number and next of kin details including relationship to crew member, contact address and telephone number. An emergency contact name and phone number must also be provided, and this must be shore-based and have an Australian phone number.
- A4.2. Crew changes only able to be updated by the boat's skipper or crew on the TopYacht Entry system until 48 hours before the start time. After that time, changes must be communicated directly using either the Race Director phone number 0418 396 605, or the Race Director email, [race.director@orc.org.au](mailto:race.director@orc.org.au).
- A4.3. The requirements of the Notice of Race must still be met if removing, adding or substituting a crew member.

## A5 Pre-Race Communications

Boats must monitor communications on VHF Channel 82 between 1230 and 1315 on the day of the Race. During this period Race Director announcements may be made to the fleet including matters such as start line selection, any associated change to start time, and radio frequency changes.

## A6 VHF Sign-On Schedule

- A6.1. The Sign-On schedule will be conducted on VHF Channel 82 by Ocean Racing commencing at 1245 and concluding no later than 1315 on the day of the Race.
- A6.2. Any changes to the Sailing Instructions not formally communicated prior will be announced during the schedule.
- A6.3. Boats will be called in alphabetical order to confirm that they are starters in the Race. If intending to Race, each boat must reply

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

- A6.4. Any boat that does not respond on the first call must wait until it is called again at the end of the schedule.
- A6.5. Any boat failing to respond during this schedule, or having an inadequate VHF signal, will not be considered a starter in the Race and will be scored DNS.
- A6.6. In case of difficulties a boat must contact the Race Director on VHF Channel 82 or the Race Director phone number 0418 396 605 at the conclusion of the Sign-On Schedule.

## A7 Shipping Advice Broadcast

- A7.1. At 1315 on the day of the Race, Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads (the Heads) on VHF Channel 12.

- A7.2. All boats must monitor this broadcast and maintain a listening watch on VHF Channels 12 and 16 until they are 3 nautical miles outside the Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this channel as well.
- A7.3. Boats must revert to VHF Channel 16 when 3 miles clear of the Heads.

## A8 Starting Sequence

Radio transmissions do not form part of the starting sequence but, if possible, sound signals will be made during the Starting Sequence and transmitted on VHF Channel 12.

## A9 Premature Starters

Premature starters may be identified on VHF Channel 12.

## A10 Mandatory Reporting at 41°S

- A10.1. When in the vicinity of latitude 41°S, the skipper of each boat must assess whether the boat meets the following requirements:
- The boat's declared position reporting method, being HF radio or satellite phone is fully operational and has a signal strength fit for the remainder of the Race.
  - The required number of life rafts are on board.
  - The engine and battery charging are operational.
  - The boat and its crew are in a satisfactory condition to continue; and
  - The skipper has comprehensively considered the most current weather forecasts and considers that the boat and crew are fully prepared for the conditions forecast.
- A10.2. If a boat meets all of these requirements, the boat must make a declaration report to TMR before continuing the Race.
- A10.3. The above Mandatory reporting must use VHF16 for initial radio communications with TMR. Note TMR may request a change of VHF channel for the declaration.
- A10.4. If the boat does not comply with the requirements above, the boat must retire from the Race.
- A10.5. If the boat does not comply with this Instruction and continues to race South of 41°S, the boat will be scored as DSQ.

## A11 Finishing Reports

- A11.1. Each boat must send a 1<sup>st</sup> finishing report by SMS to the Race Director phone number 0418 396 605 when it passes abeam of the Iron Pot Light, advising its location and estimated finish time at the finishing line. The message must use the following format:

*Fin {Boat} {SN}, {dd mm ddd mm}, ETA {hhmm}*

where {Boat} is the boat's name, {SN} is its sail number, {dd mm ddd mm} is the degrees and minutes of latitude and longitude of the boat's current position and {hhmm} is the estimated finishing time, hours and minutes in 24-hour format.

The Race Director will acknowledge each such SMS.

If a boat is not able to send an SMS abeam of the Iron Pot, it must call Ocean Racing on VHF Channel 73 and provide the information above.

- A11.2. After passing the Iron Pot Light, the boat radio must be set to VHF Channel 73 and monitored, along with continued monitoring of VHF Channel 16, until it has crossed the finish line.
- A11.3. When 10 minutes from the Finish Line, a 2<sup>nd</sup> finishing report to Ocean Racing must be made on VHF Channel 73 to indicate the boat is approaching the finish.
- A11.4. After the Iron Pot call, a boat no longer needs to maintain its routine Position Reporting Schedules or Listening Watches.
- A11.5. On crossing the finish line, a boat should change to VHF Channel 9 to liaise with the tender providing berthing assistance.

## A12 HF Radio Position Reports

- A12.1. For boats using HF radios for position reporting, these schedules will be conducted by Tas Maritime Radio (TMR) at the following times (Reporting Time) and using the following frequencies.

Reporting Time	Frequencies	Position Time
<b>2105</b>	HF 4146kHz or, VHF Channels 67, 68 or 69 when in the TMR coverage area	2045
<b>0905</b>	HF 6227kHz (primary) & 8294kHz (secondary) or, VHF Channels 67, 68 or 69 when in the TMR coverage area	0845

The position reported must be the boat's position at the times listed in the Position Time column.

- A12.2. TMR will commence the Position Schedule by broadcasting the Bass Strait forecast concurrently on 6227 and 8294 kHz (Daytime) or 4146 kHz (Nighttime) and the three above VHF channels (67, 68 & 69) when part or all of the fleet are within their VHF coverage area.
- A12.3. Each boat should use the quality of reception during this weather forecast to confirm its selected HF frequency or VHF channel selection for its position report.
- A12.4. TMR will call each boat in alphabetical order on the above frequencies and channels and then re broadcast each boat's position concurrently on all five frequencies for confirmation. Any boat which misses its initial call or fails to have its position acknowledged must stand by until called again by TMR at the end of the Position Schedule.
- A12.5. Boats must report their position in degrees and whole minutes only of latitude and longitude.
- A12.6. At the conclusion of the schedule, boats are encouraged to give safety-related information should the skipper consider it as a benefit to the fleet, for example if conditions are severe. If

weather conditions are given it is important that the transmission be kept brief and confined to factual information such as wind speed and direction and wave conditions.

- A12.7. Schedules will take place on the listed frequencies unless Tas Maritime Radio indicates otherwise. At the end of each schedule, Tas Maritime Radio may confirm the frequency or frequencies to be used for the next Position Schedule.
- A12.8. The first Position Schedule will be at 2105 on the day of the Race, continuing thereafter until each boat has completed its 1<sup>st</sup> Finishing Report or otherwise retired and reached a safe harbour.
- A12.9. At the discretion of the Race Director, notice may be given at a Position Schedule to change the arrangement for subsequent schedules including changing the frequency, radio station or instituting additional reporting requirements.
- A12.10. An indicative chart showing TMR's VHF coverage area is given in A18.

## A13 Satellite Phone Position Reports

- A13.1. Boats using satellite phones for position reporting must record their positions at the relevant "Position Time" [2045 and 0845] and report that position to the Race Director via SMS message on 0418 396 605 by 2050 or 0850.

Reporting Time	Position Time
2050	2045
0850	0845

- A13.2. The first position report must be given by 2050 on the day of the Race, with subsequent reports at 12-hour intervals until completion of their 1<sup>st</sup> finishing report or the boat has retired and is in a safe harbour.
- A13.3. A boat must provide its position, in degrees and whole minutes only of Latitude and Longitude, at the times given in the Position Time column in the above table.
- A13.4. The SMS message used to report positions must have the following format:

***Pos {Boat} {SN}, {dd mm ddd mm}***

*where {Boat} is the boat's name, {SN} is its sail number and {dd mm ddd mm} is the position.*

- A13.5. When in a TMR VHF coverage area, boats must monitor VHF Channel 67, 68 or 69 (as applicable) while HF equipped boats are completing their Position Reports. The scheduled Reporting Times for HF boats are 2105 and 0905.
- A13.6. An indicative chart showing TMR's VHF coverage area is given at A18.

## A14 Mandatory Listening Watch

- A14.1. 10-minute listening watches will be held each day at 0305 and 1505 to enable transmission of urgent safety messages from the Race Director, from boats to the Race Director and between boats. The first listening watch will occur at 0305 on Sunday, 28 December 2025 with subsequent watches at 12-hour intervals until completion of each boat's 1<sup>st</sup> finishing report or the boat has retired and is in a safe harbour.
- A14.2. These are mandatory ALL BOATS listening periods.
- A14.3. The shore station (TMR or Kordia – Charleville Radio) will commence each listening watch with an announcement that either there is, or is not, a message from the Race Director. This announcement will be repeated after a 1-minute interval before calling for any messages from boats.

Time	Frequencies	Station
0305	VHF Channel 16, and if equipped with HF radio 8294kHz	Kordia – Charleville Radio
1505	VHF Channel 16, and if equipped with HF radio 4146kHz (primary) or 6227kHz (secondary)	TMR

## A15 Radio or Satellite Phone Failure

- A15.1. In the event of a communication equipment failure after the start of the Race, every effort must be made to contact Ocean Racing, Tas Maritime Radio on VHF Channel 16 or another boat by one of the following radio methods:
- Use VHF Channel 16 to contact another boat in the Race and request assistance to relay information.
  - Use the VHF coastal radio network in Victoria (Marine Radio Victoria) or Tasmania (TMR) and request assistance getting a message to the Race Director.
  - If above methods fail, try the VHF repeater network to contact the Volunteer Coast Guard and request assistance getting a message to the Race Director. Make sure the VHF radio is set to the International mode, not US or Canadian modes.
  - If in range, phone by either voice or SMS to the Race Director on 04 18 396 605 or Tas Maritime Radio on 03 6231 2276.
- A15.2. The reason for failure to report at the routine schedule times for any reason must be recorded on the boat's Race declaration form (see Appendix E: Race Declaration).

## A16 Boats Retiring

- A16.1. Should a boat retire from the Race, every effort must be made to advise Tas Maritime Radio and the Race Director 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 boat is retiring.

A16.2. A boat that retires must maintain its routine position reporting radio schedules until such time as it reaches a safe harbour.

A16.3. Within 2 hours of arrival at a safe harbour, contact must be made with Tas Maritime Radio or ORCV (Ocean Racing) by radio or the Race Director phone number 0418 396 605 to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

## A17 Assistance & Information

A17.1. Tas Maritime Radio (TMR)

- In addition to operating the ORCV HF position reporting schedules, TMR monitor the standard emergency frequencies, HF 4125kHz, 6215 kHz and 8291kHz continuously from 0700 to 1900.
- TMR also have established a network linked VHF stations covering the majority of Tasmanian Coastal Waters. VHF Channel 16 emergency monitoring is provided. Additional VHF channels are available after initial contact of Channel 16.
- An indicative map showing TMR’s VHF coverage is provided at A18.

A17.2. Marine Radio Victoria

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

A17.3. Repeater Networks

- Most of coastal Victoria is covered by the network of VHF repeater stations.
- However, it should be noted that these repeaters are not continuously monitored and are used primarily to extend “ship to ship” VHF coverage. Boats seeking assistance from shore stations should call Tas Maritime Radio or Marine Radio Victoria on VHF Channel16.

A17.4. Weather

- Tas Maritime Radio provides Tasmanian Coastal Waters forecasts on both HF and VHF using the following frequencies:

<b>HF</b>	4146 & 6227 (initial call on 4125 & 6215 kHz)
<b>VHF</b>	Ch 67, 68, 69 (initial call on Ch 16)

Forecast times are at 0745, 1345 and 1733.

- RCC Australia (VMC) provides regular broadcasts of weather as follows:

Period	Frequencies
<b>Day: 0700-1800</b>	HF 4426, 16546 kHz
<b>Night: 1800-0700</b>	HF 2201, 6507 kHz
<b>Anytime</b>	HF 8176, 12365 kHz

Times are local at the Charleville transmitter, i.e. AEST (not AEDT).

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 Southeastern Area	0030, 0430, 0830, 1230, 1630, 2030

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

For more information and a complete schedule see [www.bom.gov.au](http://www.bom.gov.au).

## A18 Tas Maritime Radio Network



## Appendix B: Start

This appendix contains information about the starting line and the starting process.

### B1 Start Time

- B1.1. The start time will be 1330 on Saturday 27 December 2025. The Race Director has the discretion to postpone the start to another time.
- B1.2. Boats may elect to start at any time up to 12 hours after the start signal. Boats intending to take this option must respond when called at the Sign-On Schedule and state their intentions. They must subsequently respond to all Position Schedules in accordance with the provisions of the Sailing Instructions.
- B1.3. After the starting signal, when the Race Committee vessels remove the orange flags, the start line will become a virtual start line, the location may be obtained by boats from the Race Director on VHF channel 82 or Race Director phone number 0418 396 605. Any late starting boat must contact Ocean Racing on Channel 82 as they pass the starting line and supply the Race Director with their starting time.

### B2 Starting Line

- B2.1. The starting line is between staffs displaying orange flags on the Race Committee vessels in the vicinity of Portsea Pier.
- B2.2. One or two pink inflatable crowding buoys may be laid in the vicinity of the Race Committee vessels.
- B2.3. Boats must start in a north westerly direction.
- B2.4. When any Race Committee vessel is on station, any boat passing between any crowding buoy and the Race Committee vessel may have up to 60 minutes added to her elapsed time at the discretion of the Race Director.

### B3 Start Procedure

- B3.1. Races will be started in accordance with RRS 26. Times must be taken from the flag signals; failure of a sound signal must be disregarded.

<b>1325</b>	Warning Signal, one sound, ORCV Burgee displayed
<b>1326</b>	Preparatory Signal, one sound, Code Flag P displayed
<b>1329</b>	One Minute Signal, long sound, Code Flag P removed
<b>1330</b>	Starting Signal, one sound, ORCV Burgee removed

- B3.2. Individual recalls will be signalled by displaying Code Flag X with one sound. Premature starters may be identified on VHF Channel 12. This amends RRS 29.1.

B3.3. There will be no General Recall. This amends RRS 29.2.

## B4 Postponements

- B4.1. A postponement may apply at the sole discretion of the Race Director.
- B4.2. 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 its primary registered contact phone. This amends RRS 27.3.
- B4.3. If the Answering Pennant (AP) is displayed on the Start Boat after it is on station, AP will be lowered one minute before the postponed starting sequence commences.

## B5 Tidal flows – Port Phillip

Note: Rates in Knots, **Positive (+) Direction to 038 degrees**, **Negative (-) Direction to 200 degrees**.

📍 The Rip, VIC – December 2025 / January 2026 <span style="float: right;">🖨️ PRINT TABLE</span>																				
Please note: The predictions are in daylight saving time when it is observed.																				
SAT 27 DEC			🌙 SUN 28 DEC			MON 29 DEC			TUE 30 DEC			WED 31 DEC			THU 1 JAN			FRI 2 JAN		
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
2:01 am	4:46 am	+4.13	2:37 am	5:23 am	+3.95	3:15 am	6:00 am	+3.71		12:49 am	-3.82		1:53 am	-3.35		3:04 am	-2.94	2:17 am	4:22 am	-2.74
8:28 am	11:07 am	-4.90	8:55 am	11:37 am	-5.13	9:22 am	12:08 pm	-5.33	3:56 am	6:40 am	+3.39	4:45 am	7:25 am	+2.97	5:46 am	8:23 am	+2.43	7:08 am	9:46 am	+1.97
2:57 pm	5:39 pm	+3.20	3:36 pm	6:23 pm	+3.29	4:19 pm	7:11 pm	+3.39	9:53 am	12:44 pm	-5.48	10:29 am	1:28 pm	-5.52	11:13 am	2:22 pm	-5.47	12:12 pm	3:25 pm	-5.41
8:21 pm	11:02 pm	-4.66	9:18 pm	11:53 pm	-4.28	10:22 pm			5:07 pm	8:07 pm	+3.51	6:02 pm	9:07 pm	+3.67	7:04 pm	10:10 pm	+3.88	8:11 pm	11:12 pm	+4.10
									11:35 pm											

## Appendix C: Course

This appendix describes the course and how it is to be sailed. The diagrams should not be used for navigation and the positions shown may vary on the day.

### C1 Course

- From the starting line,
- Round to port a pink spherical buoy located in the vicinity of Shortland Bluff and inshore of ORCVA.
- Pass the virtual mark ORCVA to port.
- Keep clear of the Heads Exit Exclusion Zone, as described in C2 Heads Exclusion Zone, to port.
- Keep clear of the Pilot Boarding Ground Exclusion Zone, as described in C3 Pilot Boarding Ground Exclusion Zone.
- Then to the finishing line in the Derwent River passing the following marks to port in the order shown:

Maatsuyker Island Light (K3656)

Bruny Island Light (K3654)

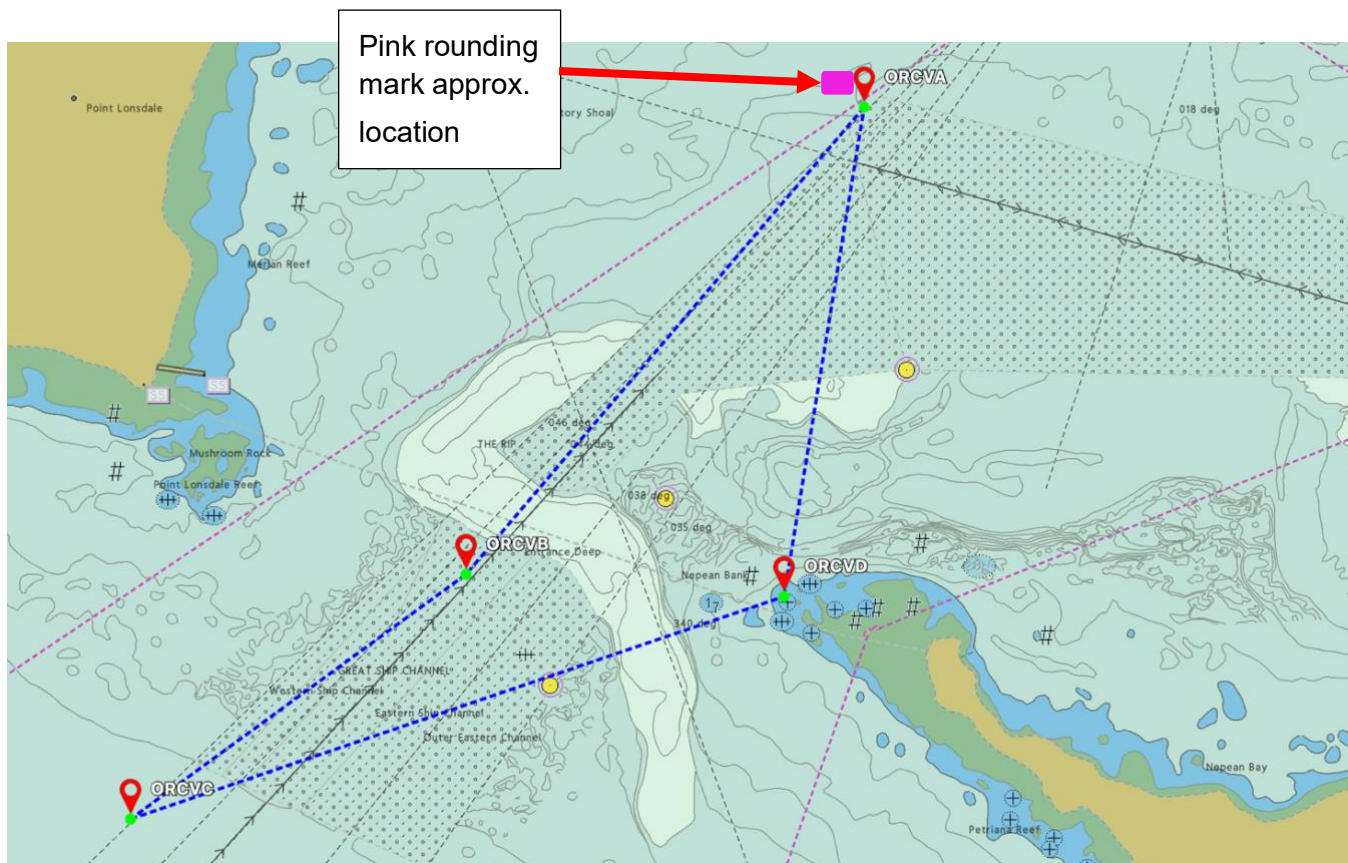
### C2 Heads Exclusion Zone

C2.1. Boats must keep out of the main channels in the Port Phillip Heads and avoid obstructing shipping. The area bounded by the following marks ORCVA-ORCVB-ORCVC-ORCVD-ORCVA, shown in the diagram below, is an obstruction.

Mark	Position	Description
<b>ORCVA</b>	S38° 16.900' E144° 38.900'	Shortland Bluff
<b>ORCVB</b>	S38° 17.950' E144° 37.760'	Heads Exit
<b>ORCVC</b>	S38° 18.500' E144° 36.800'	Channel Clearing
<b>ORCVD</b>	S38° 18.000' E144° 38.670'	Big Rock

C2.2. 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.

C2.3. 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 Race Director if requested.



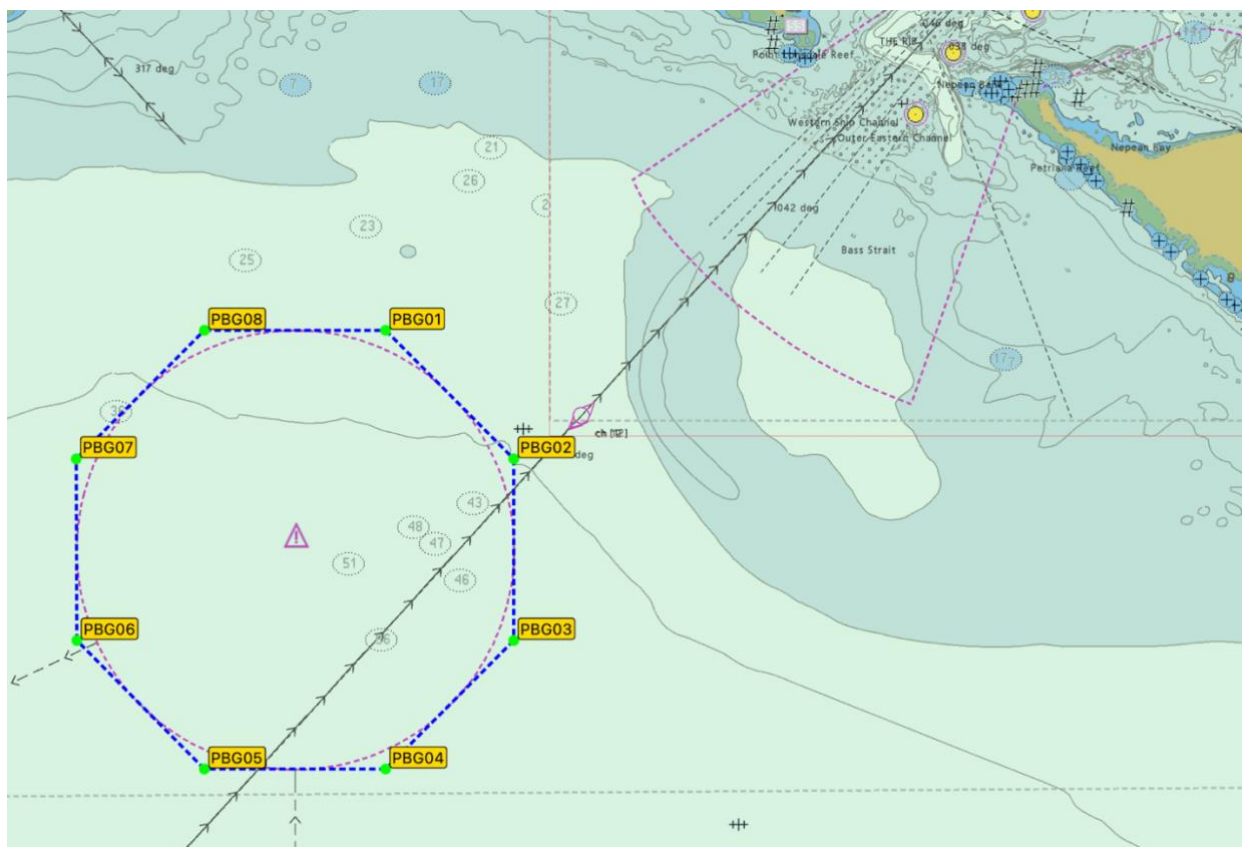
## C3 Pilot Boarding Ground Exclusion Zone

C3.1. 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 is an obstruction.

Mark	Position	Mark	Position
<b>PBG01</b>	S38° 19.683' E144° 33.390'	<b>PBG05</b>	S38° 22.683' E144° 31.810'
<b>PBG02</b>	S38° 20.562' E144° 34.507'	<b>PBG06</b>	S38° 21.804' E144° 30.693'
<b>PBG03</b>	S38° 21.804' E144° 34.507'	<b>PBG07</b>	S38° 20.562' E144° 30.693'
<b>PBG04</b>	S38° 22.683' E144° 33.390'	<b>PBG08</b>	S38° 19.683' E144° 31.810'

C3.2. Boats shown to have sailed within the bounds of this obstruction may be protested and will be penalised at the discretion of the Race Committee.

C3.3. Boats must 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 must be submitted to the Race Director if requested.



## Appendix D: Finish

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

### D1 Reporting

- D1.1 As a boat passes abeam the Iron Pot Light to enter the Derwent River, it must report its position and estimated finishing time as described in A11 Finishing Reports.
- D1.2 A second finishing report must also be made to ORCV on VHF Channel 73 when approximately 10 minutes from the finish line.

### D2 Finishing Line

- D2.1. The finishing line will be in the Derwent River between the flag mast on the finishing box on Battery Point (S42° 53.282' E147° 20.339') and a large inflatable yellow pyramid attached to a special mark with a yellow flashing light (5 seconds on, 1 second off), bearing 050°T and approximately 300 metres from the finishing box.
- D2.2. An inner distance mark, a large inflatable buoy, may be positioned approximately on the finish line and when finishing, boats are required to pass this mark to port.
- D2.3. Boats must cross the finishing line from south to north.

### D3 Finishing Procedure

- D3.1. Boats finishing at night are required to illuminate their sail numbers or turn on their spreader lights when approaching the finishing line. The Race Director may request further aids to identification as boats approach the line.
- D3.2. Unless circumstances prevent it, the finishing times of all boats will be taken by the Race Director at the finish, but as a back-up, skippers must record their own finishing GPS times, accurate to 1 second, and inform the Race Director of this time if requested.

### D4 Race Declaration

- D4.1. Each boat must lodge a declaration on the form provided in Appendix E: Race Declaration with the Race Director within 2 hours of the boat finishing the Race. Failure to comply will result in the boat being penalised as described in 9 Penalty System.
- D4.2. Declarations must be sent by hard copy, or as an email or SMS as an image or PDF to the Race Director.
- D4.3. If a skipper is uncertain as to whether a rule has been breached, the skipper must report the circumstances on the rear of this declaration form.
- D4.4. Any boat proceeding directly to another port after finishing the Race must send its declaration to the Race Director by email or SMS as described above within 2 hours of finishing and advise their intentions at this time.

## **D5 Tasmania Entry Procedure**

- D5.1. A Notice to Competitors may be issued on or before 1200 on Tuesday 23 December providing details of any Biosecurity Tasmania entry requirements and procedures.
- D5.2. In line with normal Biosecurity Tasmania requirements, no fresh fruit or vegetables can be taken ashore.

## **D6 Mooring Facilities**

- D6.1. After finishing, boats must wait for the arrival of an escort vessel before proceeding to the mooring area.
- D6.2. The escort vessel will be operating on VHF Channel 9.
- D6.3. Boats are expected to be moored at Elizabeth Street Pier and should prepare mooring lines and fenders appropriately, observing the instructions of the escort vessel.
- D6.4. Rafting up is expected to be likely to be required.

## **D7 Presentation**

Results will be announced at a presentation ceremony on the afternoon of Wednesday 31 December 2025 at a place to be confirmed. Final arrangements will be communicated to all Race participants on that day.

## Appendix E: Race Declaration

### Declaration

I, \_\_\_\_\_ *[Person in charge]*, being in charge of the boat \_\_\_\_\_ *[Boat name]* have adhered to the rules and conditions of the 2025 Melbourne to Hobart Westcoaster 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 calendar month.

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

**Failure to send this declaration to the Race Director within 2 hours of the boat finishing the Race will result in the boat being penalised as described in 9.5 Penalty System**

### 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 boat will maintain position schedules:</b> <i>Note: Returning boats 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 boat must SMS the Race Director once safely inside Port Phillip 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>	