

**2026**

# Melbourne to Apollo Bay Yacht Race

## Sailing Instructions



**Amendments**

Number	Instruction Changed	Summary of Amendment

Key Information		
	Race Date and Warning Signal	0555 Saturday 23 May 2026
	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 2026 Melbourne to Apollo Bay Race will be conducted on the waters of Port Phillip and Bass Strait. The Race is organised and conducted by the Ocean Racing Club of Victoria Inc (ORCV).

## 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),
  - Where a boat is entered under AMS, the Rules and Regulations of the Australian Measurement System (AMS),
  - Where a boat is entered under ORC, the Rules and Regulations of the Offshore Rating Congress (ORC),
  - Where a boat is entered under OMR, 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),except as amended by these Sailing Instructions and the Notice of Race.
- 1.2. All times in these Sailing Instructions are Australian Eastern Standard Time (AEST) 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 sunrise and sunset are:
  - Sunrise : 0719
  - Sunset : 1713

## 2. Notices to Competitors

- 2.1. Notices to Competitors (NtC) will be posted on the ORCV website, [www.orcv.org.au](http://www.orcv.org.au).
- 2.2. Any change to these Sailing Instructions will be:
  - posted on the ORCV website ([www.orcv.org.au](http://www.orcv.org.au)) before 1700 on the day before the Race, thereafter,
  - advised to competitors on VHF Channel 82 at the commencement of the sign-on schedule (see Appendix A: Race Communications).

### **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 as described in Appendix B: Start.
- 5.2. The warning signal for the Race will be displayed at 0555 Saturday 23 May 2026.

### **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. Any protests or requests for redress must be lodged with the ORCV Race Director within 12 hours of the boat's finishing time.
- 8.2. Any boat intending to protest or request redress must inform the Race Director by SMS or phone or by radio within 1 hour of finishing, giving any details as may be known at the time.
- 8.3. Protests or requests for redress will be heard at a time and place to be advised.
- 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 24 hours of the posting of 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. A Two Turns Penalty will apply for monohulls and One Turn Penalty will apply for multihulls for breaking a rule of RRS, Part 2 in Port Phillip.
- 9.4. A Time Penalty will apply for breaking a rule of RRS, Part 2 outside of Port Phillip.

- 9.5. A penalty will rest with the Protest Committee and may result in a time penalty or disqualification.
- 9.6. For sailing within the bounds of any designated Exclusion Zone as described in Appendix C, a penalty of DSQ will be applied.
- 9.7. For failing to provide the Race Director with the race declaration form (SMS, email or hard copy) within 2 hours of finishing the Race a 120 minute penalty will apply.
- 9.8. 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 position at 2 non-consecutive reporting schedules.
<b>DSQ</b>	Failure to report position at 2 consecutive reporting schedules.

- 9.9. All penalties will be recorded by the Race Director and will be applied to finishing times. Race results will be determined after any time penalties are applied.

## 10. Boats Retiring

Boats retiring must inform the Race Director as described in A12.

## 11. Safety Regulations

- 11.1. The Safety Category and regulations are as set out in the Notice of Race.
- 11.2. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather, at night or when sailing short-handed. 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. 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 <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 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 the 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 Special Regulations and Notice of Race.
- 11.10. The Race Director may, at their absolute discretion, disqualify a boat from participating or continuing to participate in the Race if they believe 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.

## 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.
- 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 or SMS as available.

## 13. Race Communications

- 13.1. Race communications procedures are detailed in Appendix A: Race Communications.
- 13.2. All references to communications to the Race Director means by phone – 0418 396 605 and email – [race.director@orcv.org.au](mailto:race.director@orcv.org.au).

## 14. Disclaimer of Liability

- 14.1. All those taking part in the Race do so at their own risk and responsibility.
- 14.2. 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 their 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.
- 14.3. 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."*

## 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/inclusion-diversity-and-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-Race social events.
- 15.3. No flares of any type are to be fired while the boat 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 boat is to place them under lock and key.
- 15.4. Skippers are reminded to secure any controlled medications under lock and key.

## 16. Appendices

The following Appendices A to E form part of these Sailing Instructions.

# Appendix A: Race Communications

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

## A1 Emergency and Urgent Safety Messages

Urgent safety messages for the Race Director may be transmitted at any time on VHF Channel 82 or VHF Channel 71 if near the finish. The Race 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. AIS transponders must be switched on in transmit mode with boat name and MMSI always displayed during the Race and return through the Heads.
- A2.3. All boats must respond to all scheduled radio and SMS communications, including the Sign-On and the Position Reports. Failure to sign on before the end of the Sign-On schedule will result in the yacht being scored DNC.
- 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 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.
- A2.7. The boat contact mobile phone must always be on while racing and answered to calls from the Race Director. The number of this phone must be specified in the Race Entry prior to the start of the Race.
- A2.8. Scheduled communications for the Race are listed in A13.

## A3 Radio Race Channels

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
71	Finishing reports and Apollo Bay Harbour
72	Berthing assistance – Harbour Master

## A4 Crew Changes

- A4.1. The requirements of the Notice of Race must still be met if removing, adding or substituting a crew member.
- A4.2. Late crew changes must be notified by updating the TopYacht Entry System up until 2359 on the Thursday before the Race.
- A4.3. Thereafter, late crew changes must be notified to the Race Director on 0418 396 605.
- A4.4. 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, name and number of an emergency contact, and next of kin details including relationship to crew member, contact address and phone number.

## A5 Pre-Race Monitoring and Sign-On Schedule

- A5.1. Boats must monitor VHF Channel 82 for pre-Race communications and any changes to Sailing Instructions including radio frequencies. Refer to A13 for further details.
- A5.2. The Sign-On schedule will be conducted on VHF Channel 82. Refer A13 for further details.
- A5.3. Boats will be called in alphabetical order to confirm that they are starters in the Race. If intending to race, boats must reply

*“{Boat name} is a starter, we comply with the Notice of Race, {xx} persons on board, 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. Any boat failing to respond during this schedule will not be considered a starter in the Race and will be scored DNC.
- A5.6. In case of difficulties, boats must contact the Race 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 Channels 82 and 16.

## A7 Premature Starters

Premature starters may be identified on VHF Channel 12.

## 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 Race 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. When approximately 30 minutes sailing time from the Finishing Line, a 1<sup>st</sup> finishing report must be made to the Race Director on VHF Channel 71 or SMS on 0418 396 605 and advise the boat's estimated arrival time.
- A9.2. Continue to monitor VHF Channel 16.
- A9.3. When 5 minutes from the finish line, a 2<sup>nd</sup> finishing report must be made to the Race Director on VHF Channel 71 to indicate the boat is approaching the finishing line.
- A9.4. Once a boat has performed the 30-minute report, and this has been acknowledged by the Race Director, the boat no longer needs to participate in position reporting schedules but must continue to monitor VHF Channel 16.

## A10 Ad Hoc Communications

A10.1. Ocean Racing will monitor the Race 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	Search and rescue, medical advice
+61 2 6230 6811	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 Race Director by mobile phone.

## A12 Boats Retiring

A12.1. Should a boat retire from the Race, advise the Race Director 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 Race frequency and VHF Channel 16, 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 Race Director's phone to confirm safe arrival.

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

## A13 Scheduled Communications Summary

Date	Time	Action	Channel	Station
22 May	1600 to 2000	Late Crew Changes	0418 396 605	Ocean Racing
23 May	0430-0500	Pre-Race Monitoring	VHF Channel 82	Ocean Racing
23 May	0500-0545	Sign-On and monitor	VHF Channel 82	Ocean Racing
23 May	0545	Shipping Advice	VHF Channel 12	Ocean Racing
23 May	0555-0600	Starting Sequence	VHF Channel 12	Ocean Racing
23 May	0600	Individual recalls may be notified	VHF Channel 12	Ocean Racing
23 May	0905	Position Report, Shorten Course	VHF Channel 82	Ocean Racing
23 May	1305	Position Report, Shorten Course	VHF Channel 82	Ocean Racing
23 May	30 Minutes from Finishing Line	Report and continue to monitor radio	VHF Channel 71 or SMS Race Director	Ocean Racing
23 May	5 Minutes from Finishing Line	Report and continue to monitor radio	VHF Channel 71	Ocean Racing
23 May	Berthing Assistance	After finishing	VHF Channel 72	Harbour Master

## Appendix B: Start

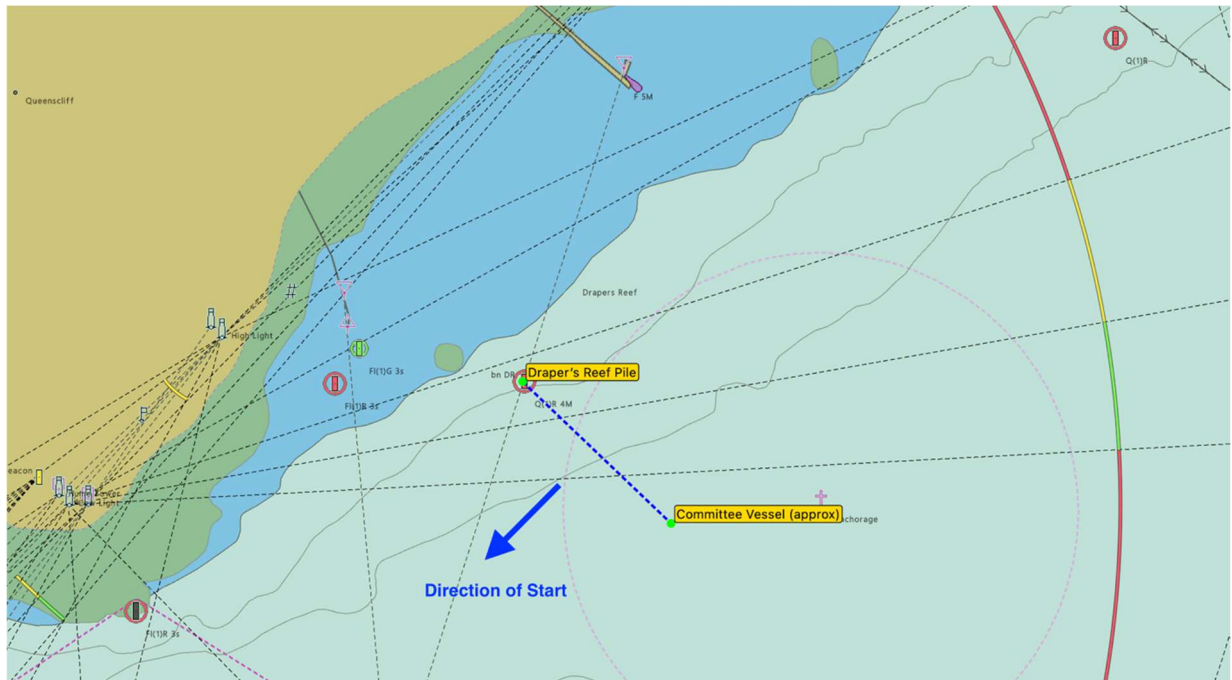
This Appendix contains information about the starting line and the starting procedures. Note: The positions for physical marks shown in these diagrams are approximate and for illustrative purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

### B1 The Start

- B1.1. The start 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. Boats may elect to start up to 30 minutes after the start signal.

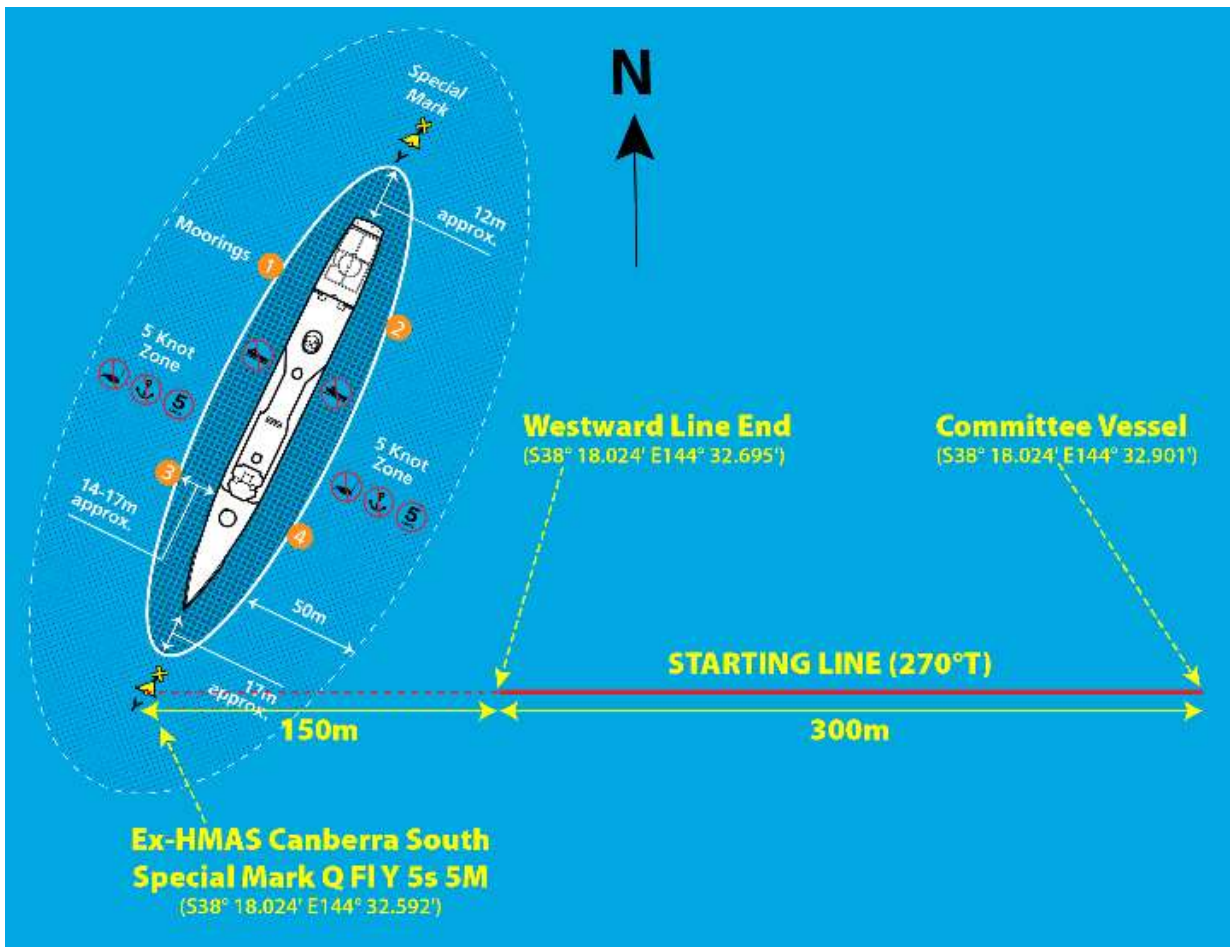
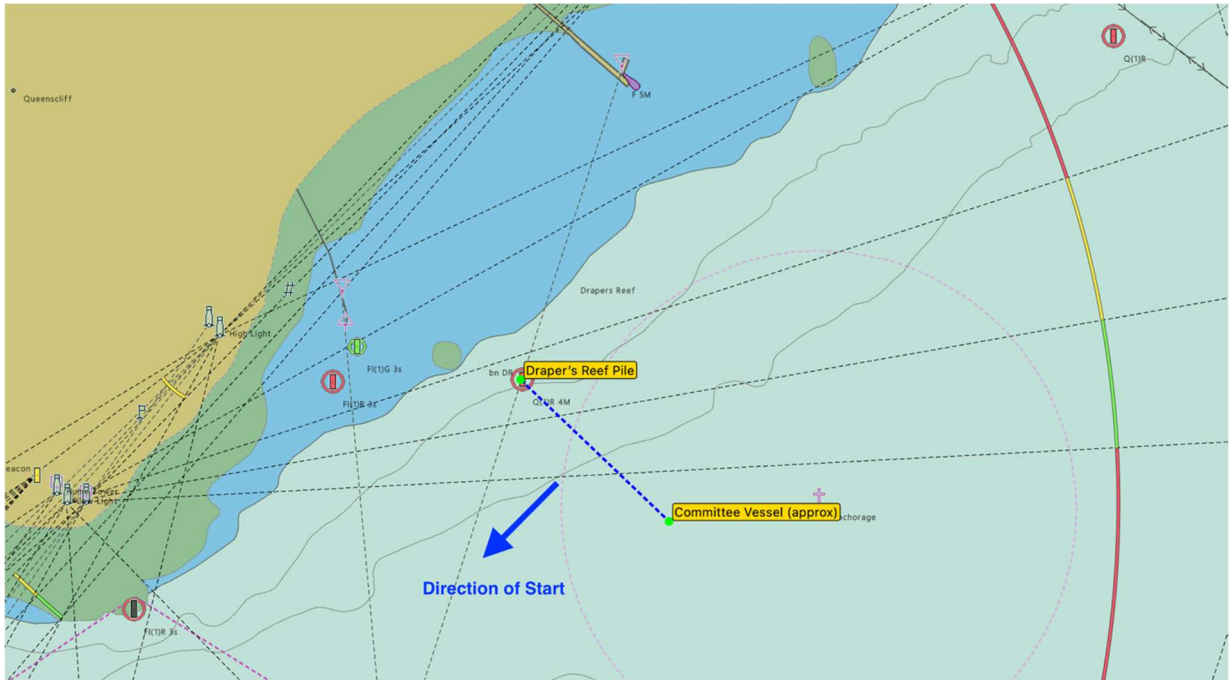
### B2 Starting Line

- B2.1. The starting line will 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 Drapers Reef Light, this line running almost east to west to a distance not exceeding 400 metres.
- B2.3. Boats must start in a south-westerly direction.



### B3 Alternative Starting Line

- B3.1. 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.
- B3.2. 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. The Race will be started using RRS 26, except there will be no Preparatory or One Minute signal. Flares will replace flags as visual signals as per the table below. This amends RRS 26.

<b>5 Minutes before start</b>	Warning Signal (white flare)
<b>Start</b>	Starting Signal (green flare)

- 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 boat on their primary registered contact phone. (Amends RRS 27.3).

## Appendix C: Course

This Appendix describes the course and how it is 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

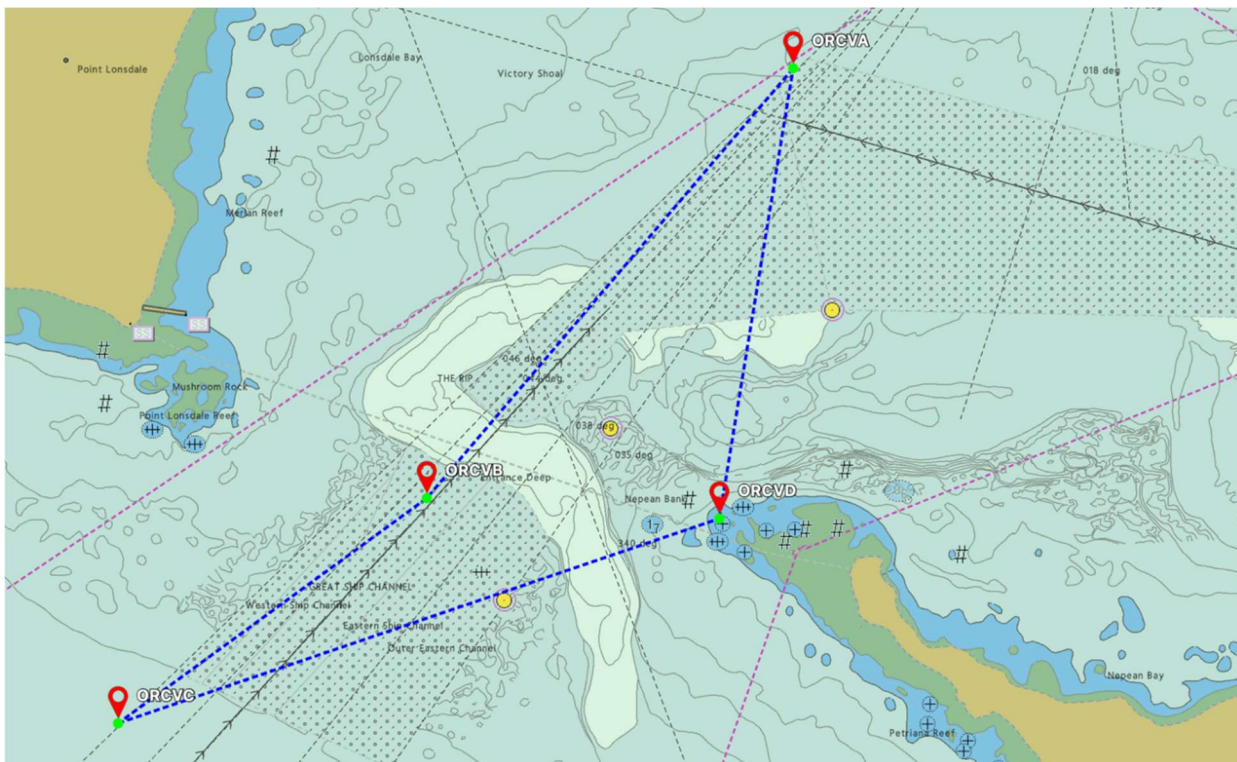
If the Race is started outside Port Phillip Heads, as described in Appendix B:

- From the Alternative Starting Line,
- Pass the Pilot Boarding Ground exclusion zone, as defined below,
- Finish in a southerly direction at Apollo Bay.

### C3 Heads Exclusion Zone

- C3.1. Boats must keep out of the main channels in 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

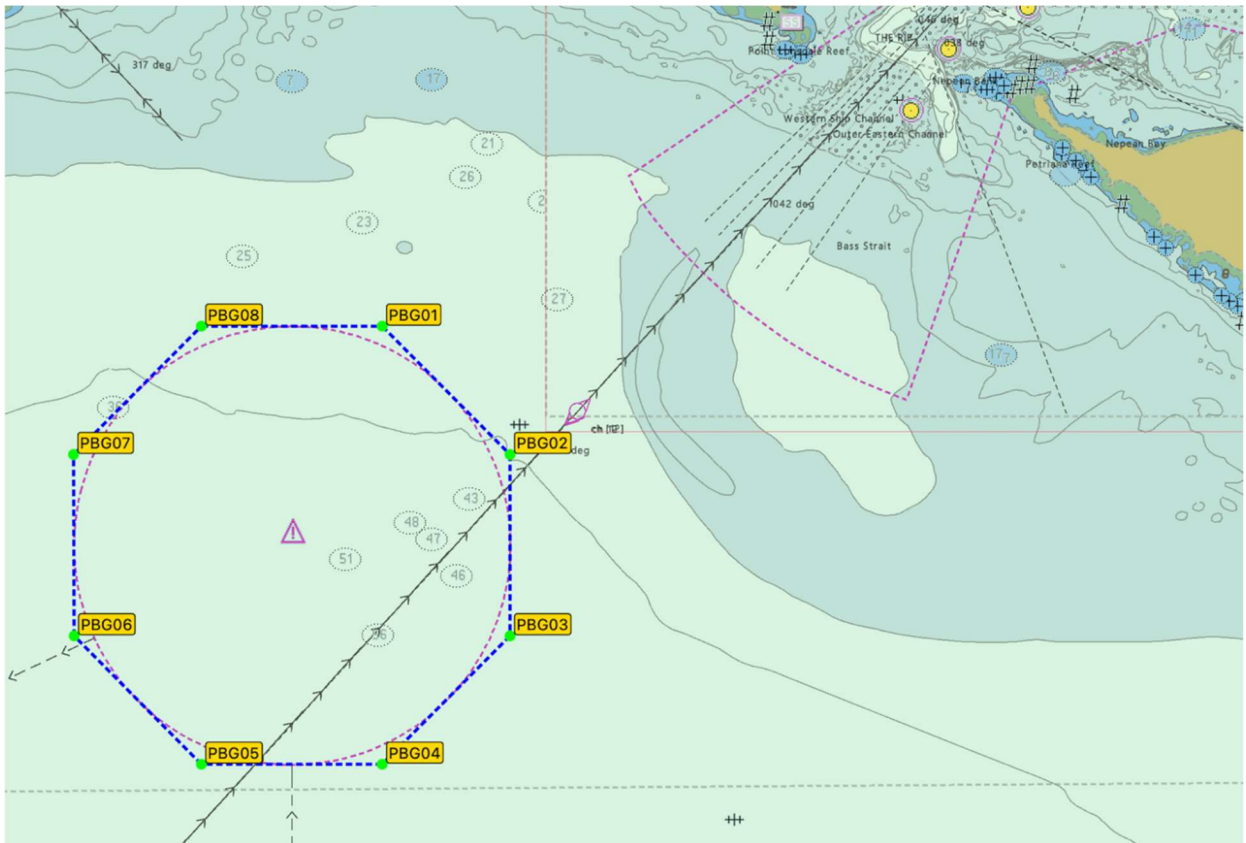


- C3.2. Boats shown to have sailed within the bounds of this obstruction will incur a penalty of DSQ.
- C3.3. Boats must record their track through the Heads using their chart plotter or similar device and take a photograph of this track to demonstrate compliance with the Heads Exclusion Zone. This photograph must be submitted to the Race Director if requested.

## C4 Pilot Boarding Ground Exclusion Zone

- C4.1. 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'



- C4.2. Boats shown to have sailed within the bounds of this obstruction will incur a penalty of DSQ.
- C4.3. 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 Race Director if requested.

## Appendix D: Finish

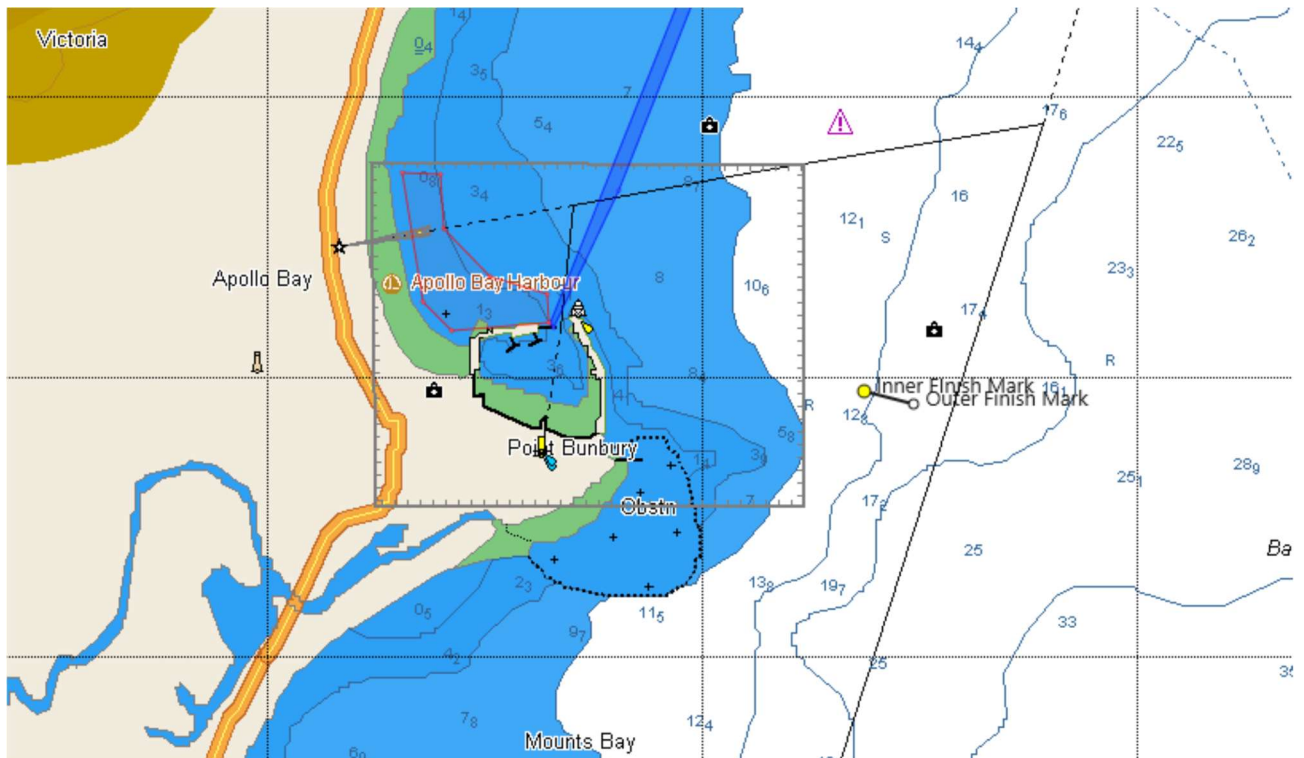
This Appendix describes the finishing line and the post-finishing procedures.

### D1 Reporting

- D1.1. Each boat is required to notify Ocean Racing on VHF Channel 71 when they are approximately 30 minutes from the finish line.
- D1.2. Each boat is required to notify Ocean Racing on VHF Channel 71 when they are approximately 5 minutes from the finish line.
- D1.3. Each boat must notify Ocean Racing on VHF Channel 71 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 0.5 NM 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. Boats must cross the finishing line in a southerly direction.
- D2.4. A boat finishing at night must illuminate its sail numbers or turn on its spreader lights when approaching the Finishing Line. The Race Director may request further aids to identification as a boat approaches the line.



### D3 Finishing Procedure

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

### D4 Declarations

- 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 finishing the Race.
- D4.2. Declarations must be sent to the Race Director by email or SMS as an image or PDF, or hard copy.
- 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

- D5.1. A presentation will be held in Apollo Bay at a venue and time to be communicated via SMS to Competitors.
- D5.2. Trophies will be presented at the next ORCV presentation ceremony at a place and time to be announced.

## D6 Mooring Facilities

- D6.1. The Apollo Bay on-line booking link for casual berthing is available here: [Booking link](#)
- D6.2. 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.
- D6.3. Harbour soundings may be advised by ORCV closer to the Race time.
- D6.4. Attempting to enter the harbour during strong easterlies can be very hazardous.
- D6.5. Further information, covering both draft and expected sea state may be emailed to skippers on Wednesday 20 May 2026 and again later in the week if strong easterlies are forecast.
- D6.6. Boats may be required to raft up and must be prepared for this.
- D6.7. Skippers must 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 2026							🖨️ PRINT TABLE						
THU 21 MAY		FRI 22 MAY		🕒 SAT 23 MAY		SUN 24 MAY		MON 25 MAY		TUE 26 MAY		WED 27 MAY	
HIGH	1:57 am 1.75 m	HIGH	2:45 am 1.74 m	HIGH	3:38 am 1.72 m	HIGH	4:34 am 1.68 m	HIGH	5:38 am 1.64 m	HIGH	6:49 am 1.63 m	LOW	12:45 am 0.83 m
LOW	7:47 am 0.28 m	LOW	8:36 am 0.35 m	LOW	9:24 am 0.46 m	LOW	10:11 am 0.61 m	LOW	11:00 am 0.78 m	LOW	11:52 am 0.96 m	HIGH	8:03 am 1.66 m
HIGH	3:10 pm 2.27 m	HIGH	3:55 pm 2.19 m	HIGH	4:39 pm 2.09 m	HIGH	5:23 pm 1.99 m	HIGH	6:09 pm 1.88 m	HIGH	6:57 pm 1.78 m	LOW	12:59 pm 1.13 m
LOW	8:46 pm 0.95 m	LOW	9:30 pm 0.92 m	LOW	10:14 pm 0.89 m	LOW	11:00 pm 0.87 m	LOW	11:48 pm 0.85 m			HIGH	7:47 pm 1.69 m

📍 The Rip, VIC – May 2026							🖨️ PRINT TABLE						
THU 21 MAY		FRI 22 MAY		🕒 SAT 23 MAY		SUN 24 MAY		MON 25 MAY		TUE 26 MAY		WED 27 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
	2:31 am +3.20	12:42 am	3:22 am +3.27	1:32 am	4:17 am +3.26	2:24 am	5:12 am +3.19	3:20 am	6:07 am +3.10		12:11 am -4.63		12:59 am -4.56
4:47 am	7:44 am -6.33	5:43 am	8:39 am -6.05	6:43 am	9:36 am -5.59	7:46 am	10:33 am -5.00	8:55 am	11:33 am -4.37	4:20 am	7:05 am +3.03	5:20 am	8:07 am +3.07
12:05 pm	2:44 pm +4.70	12:54 pm	3:33 pm +4.48	1:40 pm	4:20 pm +4.23	2:25 pm	5:09 pm +3.94	3:10 pm	5:59 pm +3.61	10:12 am	12:40 pm -3.78	11:35 am	1:54 pm -3.30
6:55 pm	9:12 pm -4.45	7:38 pm	9:58 pm -4.55	8:19 pm	10:42 pm -4.62	8:59 pm	11:26 pm -4.65	9:40 pm		4:00 pm	6:53 pm +3.22	5:01 pm	8:00 pm +2.78
										10:22 pm			11:06 pm

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

# 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 2026  
 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	Boats 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:	

Same crew as for Race:

 Yes  No, details in table below

The skipper must 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 the Race Director on 0418 396 605.

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