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2026 Melbourne to King Island Yacht Race

Sailing Instructions



**KING ISLAND
YACHT RACE**

Amendments

Number	Instructions Changed	Summary of Amendment

Key Information		
	Warning Signal	1710 Friday 6 March 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 ORCV Melbourne to King Island Yacht Race will be conducted on the waters of Bass Strait. The Race is organised and conducted by the Ocean Racing Club of Victoria Inc (ORCV) with the co-operation of the King Island Boat Club (KIBC).

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 ColRegs.
- 1.4. For the purpose of this Race, the times of sunrise and sunset will be as follows:
 - Sunrise: 0710
 - Sunset: 1953

2. Notices to Competitors

- 2.1. Notices to competitors, including any changes to the Sailing Instructions, will be posted on 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 1700 Thursday 5 March 2026.
- 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 1715 on Friday 6 March 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. 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 will be heard as soon as practical.
- 8.4. The date, time and venue for a protest hearing will be posted on the ORCV web site 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 described in Appendix C – DSQ
- For failing to provide the Race Director with 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
10 minutes	Failure to report a position at a reporting schedule
30 minutes	Failure to report position at 2 non-consecutive reporting schedules.
DSQ	Failure to report position at 2 consecutive reporting schedules.

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 A15: 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 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 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 Race Declaration form after finishing.
- 11.8. Attention is drawn to Rule 9(a) and Rule 9(b) of ColRegs. 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 AS Special Regulations and Notice of Race.
- 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 abandoned 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 on line Pre-Race and Weather 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. All references to communications to the Race Director mean by phone – 0418 396 605 or email – race.director@orcv.org.au.

14. Use of Trackers for Return Voyage

It is strongly recommended the ORCV-supplied tracker is used for the return voyage, subject to the following conditions:

- When the Race Declaration form 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 their home club not later than Wednesday 11 March 2026 unless otherwise arranged. The ORCV office will be closed in the week after the Race due to the Melbourne Grand Prix being held at Albert Park.

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. 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.

17. Appendices

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 (if in range), 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 equipped with a phone (if 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 below with details provided in this Appendix. HF is shorthand for HF radio. SP is shorthand for satellite phone.

Date	Time	Action	Channel / Number	Station
5 March	1800-2100	Late Crew Changes	0418 396 605	Race Director
6 March	1615-1700	Monitor (Pre-Race Comms)	VHF Channel 82	Ocean Racing
6 March	1630-1700	Sign-On Schedule	VHF Channel 82	Ocean Racing
6 March	1700	Shipping Advice	VHF Channel 12	Ocean Racing
6 March	1710-1715	Starting Sequence	VHF Channel 12	Ocean Racing
6 March	1715	Individual recalls may be notified	VHF Channel 12	Ocean Racing
6 March	2045 2105	Position Report (SP) Position Report (HF)	SMS 0418 396 605 HF or VHF	Race Director Tas Maritime
7 March	0305	Listening Watch	See A13	Kordia (Charleville Radio)
7 March	0845 0905	Position Report (SP) Position Report (HF)	SMS 0418 396 605 HF or VHF	Race Director Tas Maritime
7 March	1505	Listening Watch	See A13	TMR
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Position Reports and Listening Watches	SMS 0418 396 605 HF or VHF See A13	Race Director TMR/Kordia (Charleville Radio)
30 minutes before finish		1 st Finishing Report	SMS 0418 396 605 Or VHF 73	Race Director
Approaching finish line approx. 5 minutes from finishing		2 nd Finishing Report	VHF Channel 73	Race Director
At finish line		Final Finishing Report	VHF Channel 73	Race Director
Post finish communications		Post Finish - RD	VHF Channel 73	Race Director
Berthing		Post Finish - KIBC	VHF Channel 72	KIBC 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 can only be updated by the boat's skipper or crew on the TopYacht Entry system until 24 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.
- 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 1615 and 1700 Friday 6 March 2026. During this period Race Director announcements may be made to the fleet including matters such as start line selection, and any associated change to start time, 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 1630 and concluding no later than 1700 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, boats 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 at the conclusion of the Sign-On Schedule.

A7 Shipping Advice Broadcast

- A7.1. At 1700 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 may cease monitoring VHF 12 when 3 NM clear of 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 Finishing Reports

A10.1. When approximately 30 minutes sailing time from the Finishing Line, a 1st finishing report must be made to the Race Director, via VHF Channel 73 or SMS on 0418 396 605 and advise the boat's estimated arrival time.

A10.2. After the 1st finishing report, radios must be set to VHF Channel 73 and continue to monitor VHF Channel 16 until the boat has berthed.

A10.3. When 5 minutes from the finish line, a 2nd finishing report must be made to the Race Director on VHF Channel 73 to indicate the boat is approaching the finishing line.

A10.4. When at the finish line, a final finish report must be made to the Race Director on VHF Channel 73 to assist with taking the finish time.

A10.5. Once a boat has performed the 30-minute report, and this has been acknowledged by the Race Director, a boat no longer needs to maintain its routine Position Reporting Schedules or Listening Watches.

A10.6. On crossing the finish line, a boat should switch on VHF Channel 72 to liaise with the KIBC tender providing berthing assistance.

A11 HF Radio Position Reports

A11.1. For boats using HF radios for position reporting, these schedules will be conducted by TMR at the following times (Reporting Time) and use the following frequencies.

Reporting Time	Frequencies	Position Time
2105	After an initial call to all boats on VHF Channel 16, TMR will switch to VHF Channel 69 and HF radio Channel 4146kHz	2045
0905	After an initial call to all boats on VHF Channel 16, TMR will switch to VHF Channel 69 and HF radio 6227kHz (primary) & 8294kHz (secondary)	0845

- A11.2. The position reported must be the boat's position at the time listed in the Position Time column.
- A11.3. TMR will commence the position schedule by broadcasting the Bass Strait forecast concurrently on 6227 and 8294 kHz (Daytime) or 4146 kHz (Nighttime) and VHF Channel 69 when part or all of the fleet is within their VHF coverage area.
- A11.4. 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.
- A11.5. 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 of the above 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.
- A11.6. Boats must report their position in degrees and whole minutes only of latitude and longitude.
- A11.7. 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.
- A11.8. Schedules will take place on the listed frequencies unless TMR indicates otherwise. At the end of each schedule, TMR may confirm the frequency or frequencies to be used for the next Position Schedule.
- A11.9. The first reporting schedule will be at 2105 on the day of the Race, continuing thereafter at 12-hour intervals until each boat has completed its 1st Finishing Report or otherwise retired and reached a safe harbour.
- A11.10. 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.
- A11.11. An indicative chart showing TMR's VHF coverage area is given in A17.

A12 Satellite Phone Position Reports

- A12.1. 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 the message service used for its satellite phone check as per the Notice of Race Appendix B, on 0418 396 605 by the required reporting time.

Reporting Time	Position Time
2050	2045
0850	0845

- A12.2. 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 its 1st finishing report or the boat has retired and is in a safe harbour.
- A12.3. Boats must provide its actual position, in degrees and whole minutes only of latitude and longitude, at the times given in the Position Time column in the above table.

A12.4. 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.*

A12.5. When in a TMR VHF coverage area, boats must monitor VHF Channel 69 while HF equipped boats are completing their Position Reports. The scheduled Reporting Times for HF boats are 2105 and 0905.

A12.6. An indicative chart showing TMR's VHF coverage area is given at A17.

A13 Mandatory Listening Watch

A13.1. 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 Saturday 7 March 2026 with subsequent watches at 12-hour intervals until completion of each boat's 1st finishing report or the boat has retired and is in a safe harbour.

A13.2. This is a mandatory ALL BOATS listening period.

A13.3. 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	After an initial call to all boats on VHF Channel 16, TMR will switch to VHF Channel 69, and if equipped with HF radio 6227kHz (primary) or 8294kHz (secondary)	TMR

A14 Radio or Satellite Phone Failure

A14.1. 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 0418 396 605 or Tas Maritime Radio on 03 6231 2276.

A14.2. In addition to the mobile phone coverage that may exist, when near the coastline, for boats with appropriate antennas, mobile phone range can cover much of Bass Strait. If attempts to establish contact via VHF prove unsuccessful, it may be possible to contact the Race Director on 0418 396 605 or Tas Maritime Radio on 03 6231 2276.

A14.3. 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).

A15 Boats Retiring

A15.1. 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.

A15.2. A boat that retires must maintain its routine position reporting radio schedules until such time as it reaches a safe harbour.

A15.3. 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.

A16 Assistance & Information

A16.1. 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 a network of VHF stations covering the majority of Tasmanian Coastal Waters. VHF Channel 16 emergency monitoring is provided. Additional VHF channels are available after initial contact on Channel 16.
- An indicative map showing TMR's VHF coverage is provided at A17.

A16.2. 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.

A16.3. 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 Channel 16.

A16.4. Weather

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

HF	4146 & 6227 (initial call on 4125 & 6215 kHz)
VHF	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
Day: 0700-1800	HF 4426, 16546 kHz
Night: 1800-0700	HF 2201, 6507 kHz
Anytime	HF 8176, 12365 kHz

Times are local at the Charleville transmitter, i.e. AEST.

Forecast/Warnings	Times (AEST)
Coastal Warnings for QLD, NSW, VIC, TAS and SA & High Seas Warnings for Northern, NE and SE Areas	Every hour commencing 0000 AEST
Coastal Forecasts for Victoria	0130, 0530, 0930, 1330, 1730, 2130
High Seas Forecasts for 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 <http://www.bom.gov.au/>.

A17 Tas Maritime Radio Network Map



Appendix B: Start

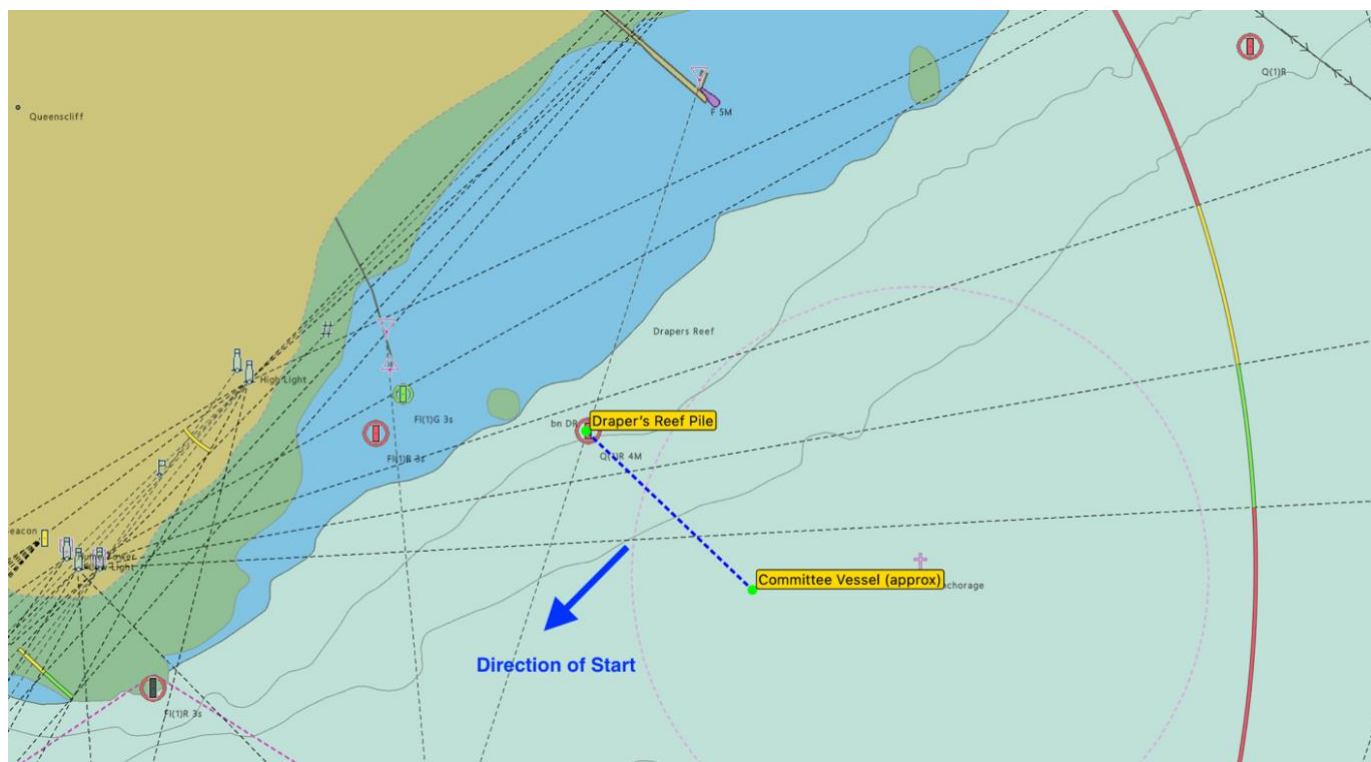
This Appendix contains information about the starting line and the starting process.

B1 Start Time

- B1.1. The start time will be 1715 on Friday 6 March 2026, in the vicinity of Drapers Reef, Queenscliff. The Race Director has the discretion to postpone the start to another time. The Race Director may move the start to the Alternative Starting Line.
- 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 and Listening Watches in accordance with the provisions of the Sailing Instructions.
- B1.3. After the starting signal, the start line will become a virtual start line, the location may be obtained by boats from the Race Director on VHF Channel 82. Any late starting boat must contact Ocean Racing on Channel 82 as it passes the starting line and supply the Race Director with its starting time.

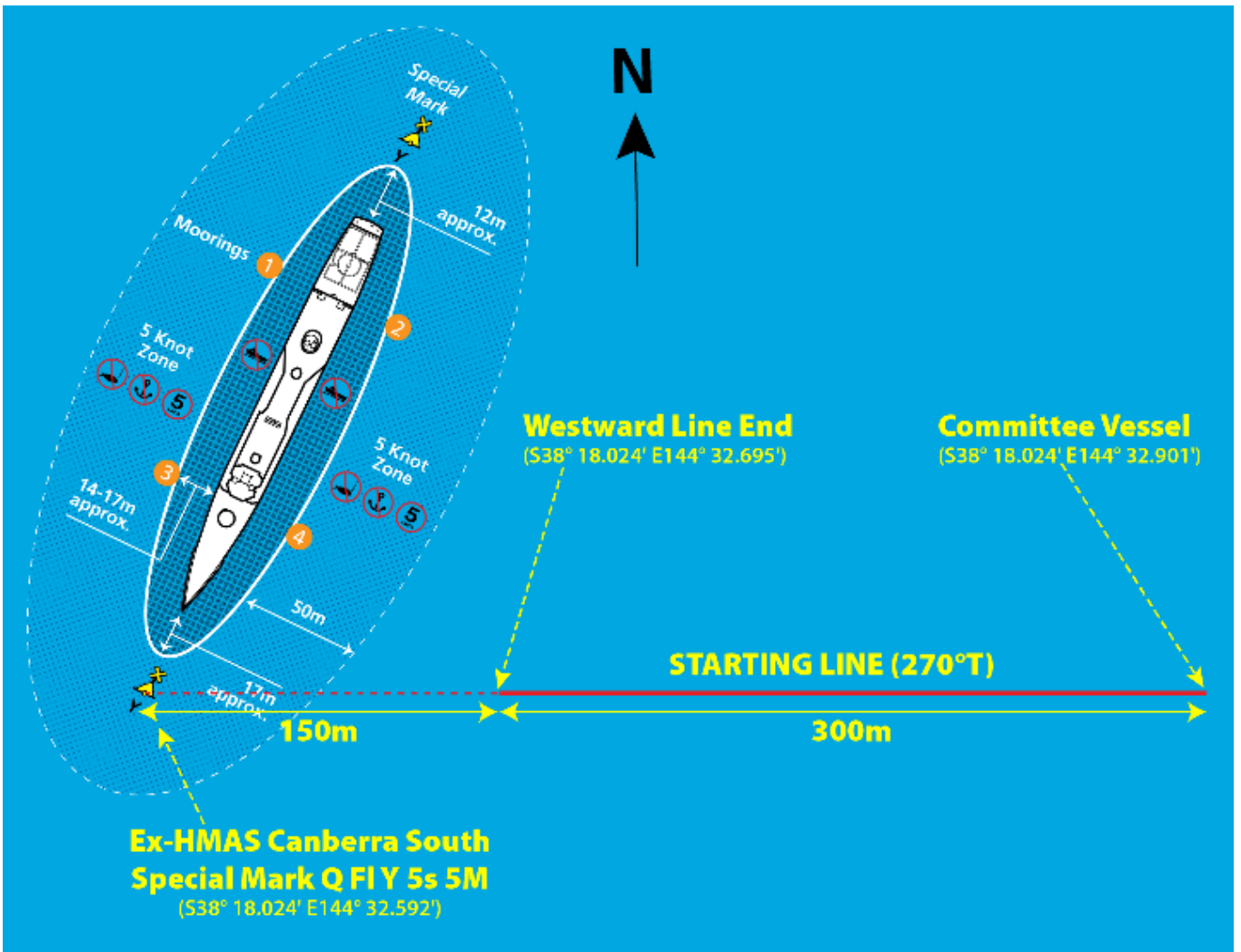
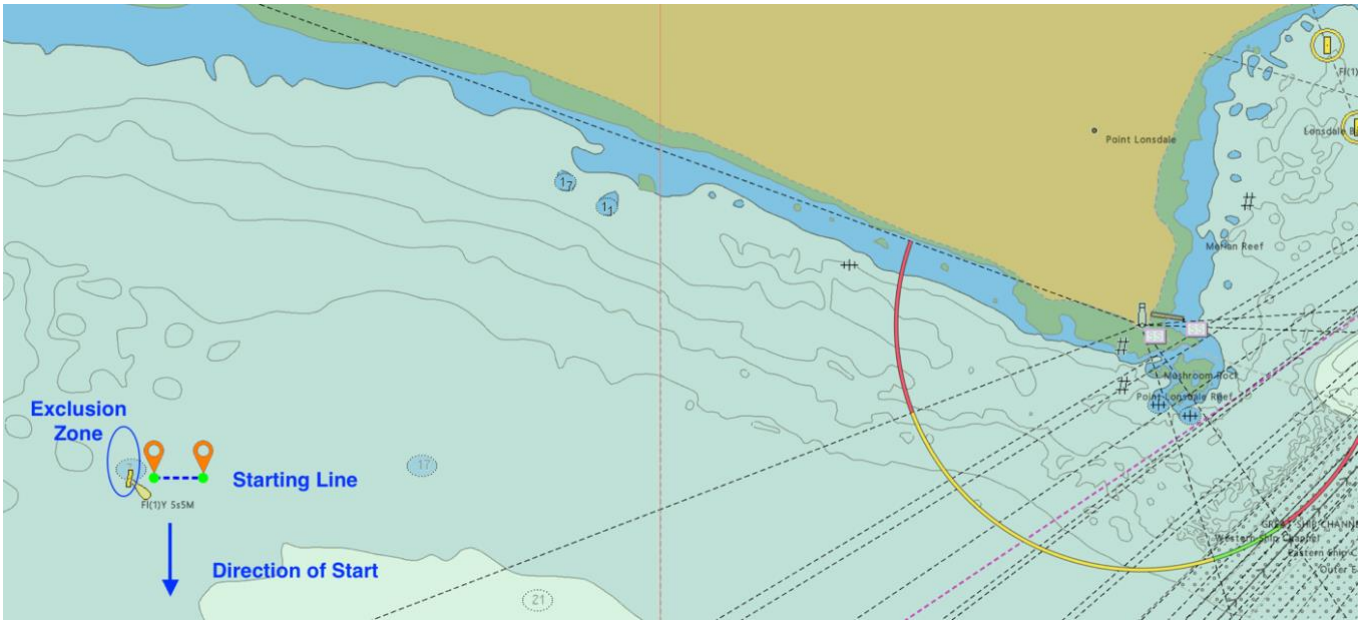
B2 Starting Line

- 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 south east.
- B2.2. In the event of rough weather or other unforeseen difficulties, the vessel or buoy may not be in position. In this case the starting line will be an extension of an imaginary line from a rotating amber light on shore and the 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 Race Director determines it necessary, the use of 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 S38° 18.024' E144° 32.592'. The inner (westward) end of the starting line is at S38° 18.024' E144° 32.695'. The outer (eastward) end of the starting line is at 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 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 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, amending RRS 27.3.

B6 Tidal Flows – Port Phillip

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

The Rip, VIC – March 2026													PRINT TABLE										
Please note: The predictions are in daylight saving time when it is observed.																							
THU 5 MAR			FRI 6 MAR			SAT 7 MAR			SUN 8 MAR			MON 9 MAR			TUE 10 MAR			WED 11 MAR					
SLACK	MAXIMUM		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	TIME	TIME	RATE
	1:51 am	+3.87		2:37 am	+3.95	12:35 am	3:18 am	+3.95	1:12 am	3:54 am	+3.86	1:45 am	4:25 am	+3.73	2:16 am	4:53 am	+3.57	2:45 am	5:18 am	+3.40			
5:14 am	7:51 am	-4.66	5:48 am	8:30 am	-5.21	6:19 am	9:03 am	-5.62	6:48 am	9:34 am	-5.84	7:14 am	10:03 am	-5.89	7:40 am	10:31 am	-5.81	8:07 am	10:59 am	-5.63			
11:44 am	2:30 pm	+3.71	12:26 pm	3:09 pm	+4.02	1:03 pm	3:43 pm	+4.20	1:36 pm	4:17 pm	+4.26	2:08 pm	4:49 pm	+4.24	2:39 pm	5:20 pm	+4.16	3:11 pm	5:52 pm	+4.04			
5:24 pm	8:03 pm	-4.92	6:18 pm	8:54 pm	-4.99	7:04 pm	9:37 pm	-4.95	7:44 pm	10:17 pm	-4.81	8:22 pm	10:53 pm	-4.63	8:58 pm	11:29 pm	-4.39	9:35 pm					
11:53 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

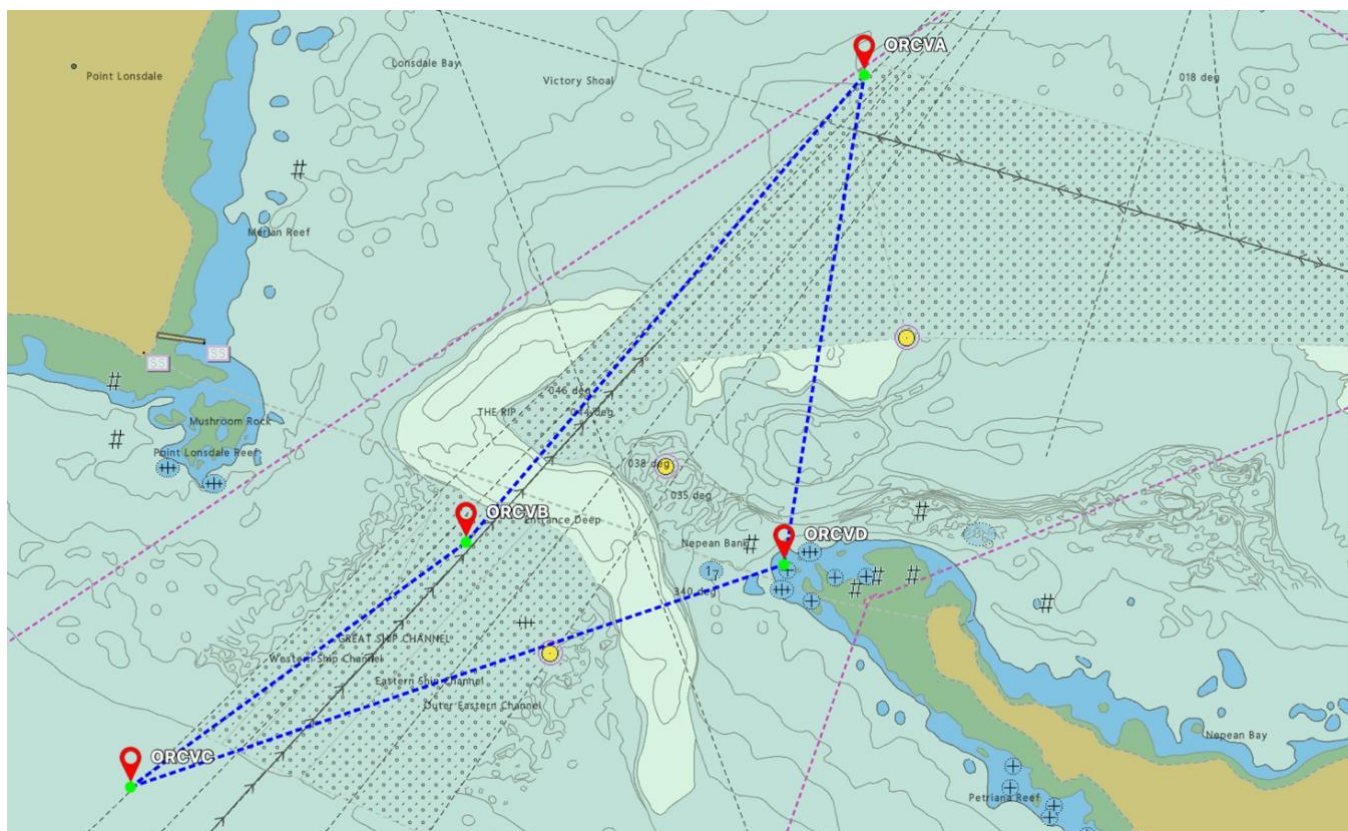
- From the starting line,
- Pass the virtual mark ORCVA leaving it to port.
- Keep clear of the Heads Exit Exclusion Zone, as described in C2 Heads Exclusion Zone, to port.
- Keep clear of the Pilot Boarding Ground Exclusion Zone, as described in C3 Pilot Boarding Ground Exclusion Zone.
- Then to the finishing line at Grassy, King Island.

C2 Heads Exclusion Zone

C2.1. 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.

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

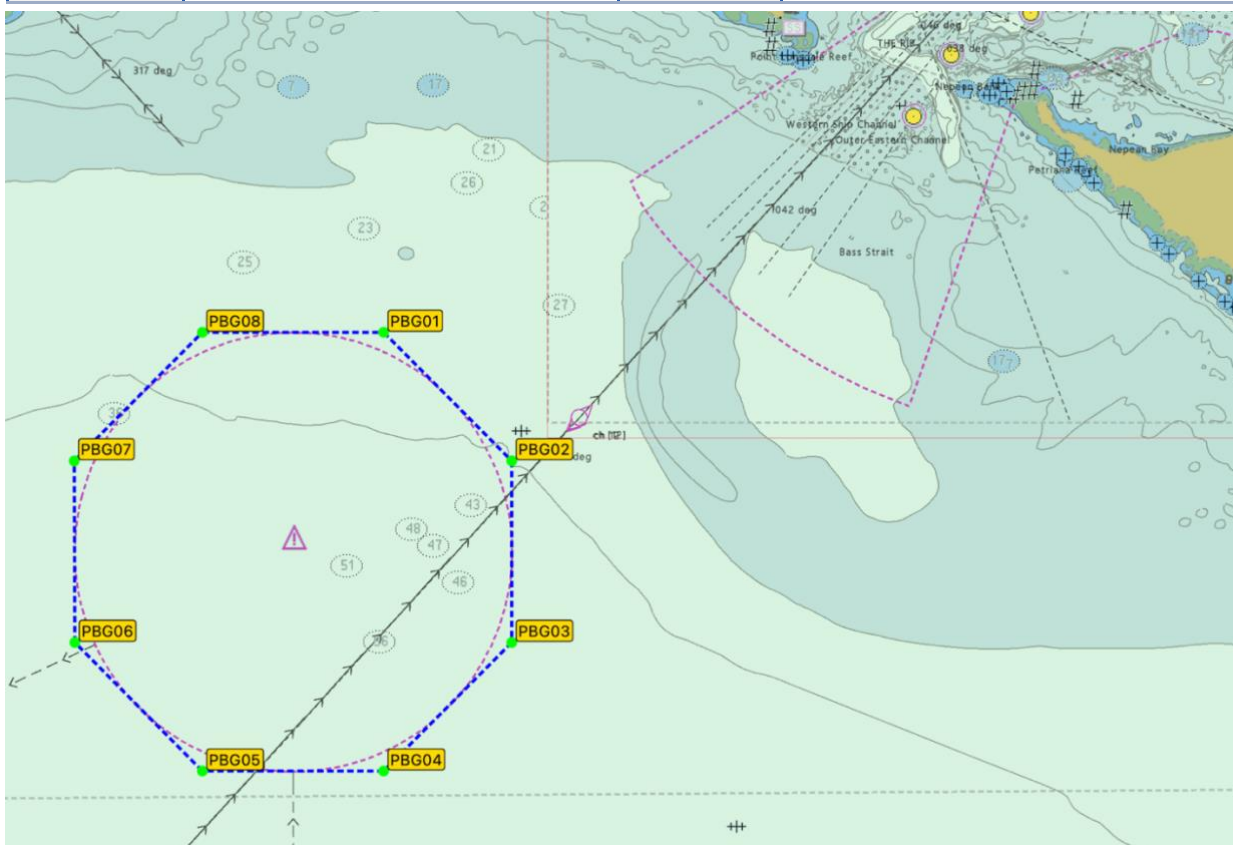
- C2.2. Boats shown to have sailed within the bounds of this obstruction may be protested and will be penalised as per Instruction 9.
- C2.3. Boats must record their track through the Heads using their chart plotter or similar device and take a photograph of this track to demonstrate compliance with the Heads Exclusion Zone. This photograph must be submitted to the Race Director on request.



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
PBG01	S38° 19.683' E144° 33.390'	PBG05	S38° 22.683' E144° 31.810'
PBG02	S38° 20.562' E144° 34.507'	PBG06	S38° 21.804' E144° 30.693'
PBG03	S38° 21.804' E144° 34.507'	PBG07	S38° 20.562' E144° 30.693'
PBG04	S38° 22.683' E144° 33.390'	PBG08	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 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

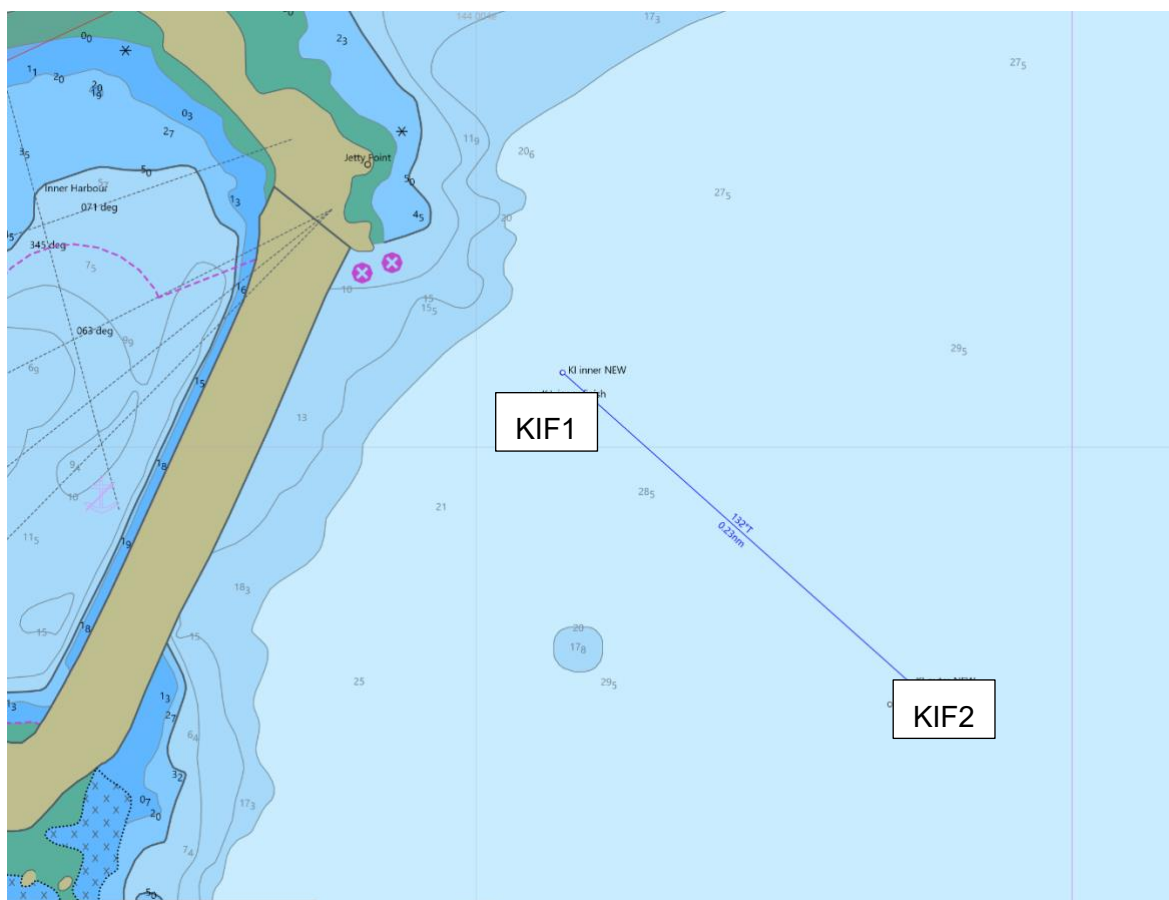
This Appendix describes the finishing line and the finishing procedures. Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

D1 Reporting

- D1.1. Boats approaching the finish line must report their position as described in A10: Finishing Reports, and monitor Channels 73 and 16 continuously after their 30 Minute Report. Another call to the Race Director must be made approximately 5 minutes before the finish.
- D1.2. After finishing, radios should be left on until the boat has berthed to facilitate communications with KIBC personnel, note the KIBC VHF channel is 72.

D2 Finishing Line

- D2.1. The finishing line is located off Grassy Island at the northern end of the Grassy Harbour Main Breakwater.



D2.2. The finishing line is between virtual marks KIF1 and KIF2, having a length of approximately 0.23 NM and bearing approximately 132 degrees true. The locations of the virtual marks are:

KIF1: S40° 03.963' E144° 04.056'

KIF2: S40° 04.118' E144° 04.282'

Boats must finish between these marks, in a southerly direction. After finishing boats should stay well clear of the shore around Grassy Island at the southern end of the breakwater.

D2.3. Finish times will be taken from the transit line between virtual marks KIF1 and KIF2.

D3 Finishing Procedure

D3.1. 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.

D3.2. Unless circumstances prevent it, the finishing times of each boat will be taken by the Race Director at the finish but, as a back-up, each boat must record its own finishing time accurate to 1 second using GPS time and identification of any boats just ahead and behind, and must 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 Instruction 9 Penalty System.

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

D4.3. If a skipper is uncertain as to whether a rule has been breached, the skipper should report the circumstances on the rear of this Race 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 one hour of finishing and advise its intentions at this time.

D5 Tasmania Entry Procedure

In line with normal Biosecurity Tasmania requirements, no fruit, vegetables, seafood, plant material, soil, seeds and some animal products can be taken from your boat onto King Island. If you have these in your bags when arriving on land, you must dispose of them in the provided yellow biosecurity bags and cable tie the bags closed.

D6 Arrival and mooring Facilities

D6.1. On arrival at Grassy Harbour, King Island Boat Club personnel will direct boats to moorings and operate a ferry service on and off boats.

- D6.2. Use VHF channel 72 to request ferry transfer to the club house. The ferry has a limited capacity and life jackets must be worn on the ferry. Please note that you need to supply your own life jacket for use on the ferry.
- D6.3. Some of the moorings are not available for use by boats. Skippers must only use moorings when directed to do so by KBIC volunteers.
- D6.4. The moorings at Grassy comprise a buoy, buoy rope and chain. Boats must tie off using their own line looped through the mooring chain.
- D6.5. If necessary, a line may be attached to the buoy rope for the purpose of lifting the mooring chain by winch. However, the upper-level buoy rope must not be used to tie off.
- D6.6. When proceeding through the harbour, take care to avoid buoy ropes which may float close to the surface particularly at low water. If a buoy rope is snagged or otherwise damaged, the incident must be reported at the time to ORCV and/or KIBC so that any repairs can be made, in advance of the mooring owners return.
- D6.7. Some boats arriving early will be able to moor bow or stern to the fishermen's jetty. Boats intending to depart prior to 1330 hours on Sunday should use a swing mooring.

D7 Presentation

Results will be announced at a presentation at King Island Boat Club at a time to be advised by SMS to skippers.

D8 Supply Ship

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

D9 King Island General Information to crew

- D9.1. Although there is no bus service provided to Currie, KIBC may assist with arrangements for airport connections.
- D9.2. King Island Boat Club has asked all to be mindful of others and to behave as they would "in the High Street of their hometown".
- D9.3. King Island Boat Club may close the bar in the early hours of Sunday morning and reopen at 0700 for breakfast of bacon and eggs etc. Personnel will be on hand through the night for boat arrivals.
- D9.4. Although electronic payment facilities are available at the Club, their operation is not guaranteed. Competitors are advised to bring cash.

D10 Grassy Tides

King Island (Grassy), TAS – March 2026														PRINT TABLE
<p>Please note: The predictions are in daylight saving time when it is observed.</p>														
THU 5 MAR		FRI 6 MAR		SAT 7 MAR		SUN 8 MAR		MON 9 MAR		TUE 10 MAR		WED 11 MAR		
HIGH	2:11 am 1.24 m	HIGH	2:41 am 1.25 m	HIGH	3:07 am 1.24 m	HIGH	3:31 am 1.22 m	HIGH	3:58 am 1.19 m	HIGH	4:26 am 1.14 m	HIGH	4:56 am 1.08 m	
LOW	8:33 am 0.27 m	LOW	8:56 am 0.16 m	LOW	9:16 am 0.08 m	LOW	9:38 am 0.04 m	LOW	10:04 am 0.03 m	LOW	10:33 am 0.06 m	LOW	11:04 am 0.11 m	
HIGH	2:30 pm 1.14 m	HIGH	3:11 pm 1.23 m	HIGH	3:48 pm 1.30 m	HIGH	4:24 pm 1.32 m	HIGH	5:00 pm 1.32 m	HIGH	5:39 pm 1.30 m	HIGH	6:22 pm 1.25 m	
LOW	8:45 pm 0.26 m	LOW	9:15 pm 0.29 m	LOW	9:41 pm 0.33 m	LOW	10:08 pm 0.38 m	LOW	10:40 pm 0.42 m	LOW	11:16 pm 0.47 m	LOW	11:58 pm 0.54 m	

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 King Island Yacht Race and have noted any required declarations on the rear of this form.

Please tick if you had a safety related incident or near miss during the Race. If so, someone from the Incident Management Team will contact you for details. If unsure, tick the box.

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.

Signed:	
Date:	

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 Instruction 9 Penalty System

Return Voyage

Details of the planned return voyage are:

Expected date/time of departure:		
Destination:		
Expected date/time of arrival:		
Shore based contact who'll be aware of crew changes, next of kin and voyage progress:	Name:	
	Telephone:	
Shore Radio Station with which the boat will maintain position schedules: <i>Note: Returning boats must maintain position schedules until they have re-entered Port Phillip</i>		
Same crew as for Race:	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below	

The boat 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 ORCV on 0418 396 605.

Signed	
Person in Charge	
Date	