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# 2026 DYSC Marine Supplies Winter Series and Novice Return Series Sailing Instructions



WINTER SERIES AND  
NOVICE RETURN SERIES

# Amendments

Number	Instructions Changed	Summary of Amendment
1	C3 Course	Additional instructions added
2	C5 Course	Additional instructions added
3	A10.4	Changed to CRED Form Cut off time
4	F1.2	Change to scoring
5	Page 36	Changes to NAF
Key Information		
	Race Dates and Warning Signals	See Instruction 1
	ORCV Office Phone	0493 102 744
	Race Director Phone	0418 396 605
	Race Director Email	race.director@orcv.org.au

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**All enquiries to:**

Ocean Racing Club of Victoria Inc  
 3 Aquatic Drive  
 ALBERT PARK VIC 3206  
 Australia  
[orcv@orcv.org.au](mailto:orcv@orcv.org.au)

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# Sailing Instructions

The 2026 ORCV DYSC Marine Supplies Winter Series (WS) and Novice Return Series (NRS) will be conducted on the waters of Port Phillip. The Races are organised and conducted by the Ocean Racing Club of Victoria Inc (ORCV) in co-operation with the Sandringham Yacht Club (SYC), Royal Brighton Yacht Club (RBYC), Royal Geelong Yacht Club (RGYC) and Blairgowrie Yacht Squadron (BYS).

Before the start of Race 1, there will be an on-water distress flare drill. Details of the drill will be provided via a Notice to Competitors.

## 1. Race Program

Races are scheduled as follows:

Race	Date	First Warning Signal	Sunset Time	Course Type
WS Race 1	Saturday 20 June	1025	N/A	Fixed Marks
WS Race 2	Saturday 4 July	0925	1713	Destination to Blairgowrie
NRS Race 1	Sunday 5 July	0925	N/A	Blairgowrie to SYC
WS Race 3	Saturday 18 July	1025	N/A	Fixed Marks
WS Race 4	Saturday 15 August	0925	1744	Destination to Geelong
NRS Race 2	Sunday 16 August	0925	N/A	Geelong to SYC

## 2. Rules

2.1. The rules for the Races will be:

- 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,

except as amended by these Sailing Instructions and the Notice of Race.

2.2. All times in these Sailing Instructions are Australian Eastern Standard Time (AEST).

### 3. Notices to Competitors

- 3.1. Notices to Competitors will be posted on [www.orcv.org.au](http://www.orcv.org.au) (the ORCV website).
- 3.2. Any change to these Sailing Instructions will be:
  - posted on the ORCV website before 0700 on the day of each Race, and
  - advised to competitors on VHF Channel 82 at the commencement of the Race Director Broadcast. See Appendix A: Race Communications.

### 4. Class Flag

The Race Categories may have the following Class Flags or a combined ORCV Burgee.

Race Category	Class Flag	
<b>Monohull - Division 1</b>	Romeo	R
<b>Monohull - Division 2</b>	Echo	E
<b>Monohull - Division 3</b>	Whisky	W
<b>Cruising</b>	Victor	V
<b>Multihull</b>	Tango	T

### 5. The Start

The Races will be started in accordance with RRS 26 and as further described in Appendix B Start.

### 6. The Course

The courses are as described in Appendix C Courses and Marks.

### 7. The Finish

The Finish is as described in Appendix D Finish.

### 8. Declarations

- 8.1. Written declarations are generally not required, except as specified in Instruction 13: Safety Regulations, for substitute Virtual Marks as described in Instruction C7: Marks and for use of engines as described in Instruction E1.4: Use of Engine. A boat correctly passing through the finishing line is deemed to have made a declaration on the part of its skipper that to the best of the skipper's knowledge no Rules have been breached.
- 8.2. If a skipper is uncertain as to whether any Rule has been breached, the skipper must report the circumstances in writing to ORCV by 1200 on the Monday following the relevant Race.

## 9. Time Limit

- 9.1. The time limit for all yachts in a Destination Race will be Sunset. For the purposes of these Races, the time of Sunset will be as listed in Instruction 1: Race Program above. Any boat that has not finished by Sunset will be scored DNF (amends RRS 35).
- 9.2. For the Fixed Marks and Novice Return Races, the time limit for the first boat to finish will be 1600. If the first boat finishes within this time limit, the time limit will be extended to 1700. Any boat that has not finished by the time limit will be scored DNF (amends RRS 35).

## 10. Protests and Requests for Redress

- 10.1. Subject to Instruction 10.4, a boat intending to protest or request redress must inform the Race Director by phone or radio within 1 hour of their finishing the Race giving any details as may be known at the time.
- 10.2. Subject to Instruction 10.4, any protest or request for redress must be lodged by email or SMS to the Race Director within 1 hour of the finish of the last boat.
- 10.3. Any protests or requests for redress will be heard at a time and place to be advised.
- 10.4. Any request for redress involving the official time sheet must be submitted as soon as possible after the posting of results but no later than 1200 on Wednesday after the relevant Race.

## 11. Penalty System

- 11.1. If, after a protest and hearing, a boat is found to have infringed a Rule, the Protest Committee may disqualify or otherwise penalise the boat in accordance with the provisions of RRS 64.
- 11.2. 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.
- 11.3. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS), including any modification noted in the Notice of Race, at the discretion of the Protest Committee:
  - For a minor infringement – 10 minutes
  - For a significant infringement – 30 minutes
  - For a serious infringement – the penalty will rest with the Protest Committee and may result in a time penalty or disqualification.
- 11.4. 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 RRS64.1 and amends 44.3)

## 12. Boats Retiring

Boats retiring must inform the Race Director as described in Appendix A14 Boats Retiring.

## 13. Safety Regulations

- 13.1. The Safety Category and regulations are as set out in the Notice of Race.

- 13.2. For WS Race 1 and WS Race 3 deck stowed anchors must not protrude beyond the gunwale or bow of a boat racing. A boat failing to comply will be scored Did Not Compete (DNC) by the Race Director without a hearing. This changes RRS A5.1.
- 13.3. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather, at night or when sailing short-handed.
- 13.4. The crew of boats sailed double handed must wear lifejackets at all times when on deck.
- 13.5. 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 Safe Transport Vic website (<https://safetransport.vic.gov.au>).
- 13.6. Boats must keep clear of all commercial shipping (vessels more than 35 metres in length) while within Port Phillip, as required by Ports Victoria Harbour Master's Directions.
- 13.7. In the event of avoiding action becoming necessary, a boat may start their engine and motor to avoid a shipping hazard, on a course perpendicular to the ship's track, for as long as necessary.
- 13.8. A boat that takes such action must return to the location the boat 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 finishing via SMS.
- 13.9. Any boat found to have impeded the progress of a commercial vessel will be disqualified.
- 13.10. A boat or it's equipment may be inspected at any time for compliance with the current Australian Sailing Special Regulations and these Sailing Instructions.
- 13.11. The Race Director has an 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.

## 14. Exclusion Zones and Hazards

- 14.1. All boats must keep clear of Mussel Spat Culture zones and use appropriate caution to avoid the sand bar outside the line of the Hopetoun Channel between piles 3 and 9.
- 14.2. The Point Wilson Explosives Pier is surrounded by an Exclusion Zone, as described by the Guide to Vessel Operating and Zone Rules for Victorian Waters. Specifically, this is defined as waters at Point Wilson bounded by an imaginary line commencing from a sign<sup>dd1</sup> located on the shore extending seaward in an east-south-easterly direction approximately 2,500 metres to a special mark buoy<sup>dd2</sup>, then extending further east south-east approximately 1,300 metres to a special mark buoy<sup>dd3</sup>, then extending south approximately 3,150 metres to a special mark buoy<sup>dd4</sup>, then extending west approximately 2,000 metres to a special mark buoy<sup>dd11</sup>, then extending north-west approximately 1,200 metres to a special mark buoy<sup>dd5</sup>, then extending further north-west approximately 1,600 metres to a sign<sup>dd6</sup> located on the shore at all times whereby: (i) A red Flag (Code Flag B) is displayed from the flagpole on Point Wilson Jetty or from any vessel berthed at the jetty; or (ii) The special marks delineating the zone exhibit Fl.Y.3s as the light characteristic.
- 14.3. Boats must keep clear of all commercial shipping including when sailing inside or transiting any shipping channels.

## 15. Unsuitable Conditions

Any termination of the Race will be advised by radio on VHF Channel 82.

## 16. Race Communications

Race communications procedures are detailed in Appendix A Race Communications.

## 17. Disclaimer of Liability

- 17.1. All those taking part in any Race in either Series do so at their own risk and responsibility.
- 17.2. Acceptance of a boat as an entrant in any Race in either Series 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, Equipment Auditors or any other members, of the fitness of any boat or any equipment on such boat to safely compete in any Race in either Series, 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 any Race in either Series is responsible for the seaworthiness of any boat whose entry is accepted.
- 17.3. 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.”

## 18. Crew Behaviour

- 18.1. 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>
- 18.2. 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.

## 19. Appendices

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

# Appendix A: Race Communications

This Appendix describes the radio and other communications procedures to be followed during Races in either Series.

## A1 Emergency and Urgent Safety Messages

Urgent safety messages for the Race Director may be transmitted at any time on VHF Channel 82. 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. Where a boat is fitted with an AIS transponder, the transponder must be switched on in transmit mode with boat name and MMSI always displayed during any Race.
- A2.3. Failure to sign on before the end of the sign-on schedule will result in the boat being scored DNC.
- A2.4. Boats must not give false or misleading position reports.
- A2.5. The yacht contact mobile phone must always be on while racing and answered to calls from the Race Director.

### A3 Summary – Fixed Marks Races

Time	Action	Channel	Station	Comments
0700	Sign-on and POB declaration via TopYacht sign-on			Sign-on by Skipper with POB number
0900	TopYacht sign-on completed			If not completed VHF radio sign-on required
0915 to 0945	Monitor for instructions for Flare Drill	VHF 82	Ocean Racing	For WS Race 1 only
0945 to 1005	Race Director Broadcast, radio sign-on, Sailing Instruction changes, course number announcement and postponement as applicable	VHF 82	Ocean Racing	
1025 to 1030	Race Starting Sequence	VHF 82	Ocean Racing	
1030	Individual recalls may be notified	VHF 82	Ocean Racing	
Race Duration	Unscheduled Announcements, Shortened course, if applicable	VHF 82	Ocean Racing	
	Retirement, if applicable	VHF 82 or 0418 396 605	Ocean Racing	

## A4 Summary – Destination Races

Time	Action	Channel	Station	Comments
0700	Sign-on and POB declaration via TopYacht sign-on			Sign-on by Skipper with POB number
0830	TopYacht sign-on completed			If not completed VHF sign-on required
0845 to 0905	Race Director Broadcast, Radio sign-on, Sailing Instruction changes and postponement as applicable	VHF 82	Ocean Racing	
0925 to 0930	Race Starting Sequence	VHF 82	Ocean Racing	
0930	Individual recalls may be notified	VHF 82	Ocean Racing	
Race Duration	Unscheduled Announcements, Shortened course, if applicable	VHF 82	Ocean Racing	
	Retirement, if applicable	VHF 82 or 0418 396 605	Ocean Racing	
Abeam PR18	Abeam Point Richards Mark 18 for Geelong Destination Race.	VHF 82		If the race is shortened before this mark this radio call is not required
Abeam SC19	Abeam South Channel Mark 19 for Blairgowrie Destination Race.	VHF 82		If the race is shortened before this mark this radio call is not required
Finish	Approximately 5 minutes from finish	VHF 82	Ocean Racing	
Berthing	At destination Club	VHF 73		

## A5 Summary – Novice Return Races

Time	Action	Channel	Station	Comments
0845 to 0905	Race Director Broadcast, Radio Sign-on, sailing instruction changes and postponement as applicable	VHF 82	Ocean Racing	
0925 to 0930	Race Starting Sequence	VHF 82	Ocean Racing	
0930	Individual recalls may be notified	VHF 82	Ocean Racing	
Race Duration	Unscheduled Announcements, Shortened course, if applicable	VHF 82	Ocean Racing	
1335	Position reporting schedule	VHF 82	Ocean Racing	Position time at 1330
	Retirement, if applicable	VHF 82 or 0418 396 605	Ocean Racing	
Finish	Approximately 5 minutes from finish	VHF 82	Ocean Racing	

## A6 Radio Race Channels

A6.1. Station name: **Ocean Racing**

A6.2. Race communications will use the following VHF channels:

Channel	Usage
82	<ul style="list-style-type: none"> <li>• Radio sign-on for entrants where SMS sign-on failed.</li> <li>• Starting sequence</li> <li>• Individual recalls</li> <li>• Race monitoring</li> <li>• Unscheduled announcements</li> <li>• Shortened course</li> <li>• Monitor when finishing</li> </ul>
16	Emergency, calling (all boats must monitor at all times)
67	Working, maritime safety information
73	Berthing assistance at Blairgowrie and Geelong

A6.3. Boats must continuously monitor both VHF Channel 16 and VHF Channel 82 during each Race.

A6.4. If standing by on another VHF channel, boats must still maintain a continuous listening watch on VHF Channel 16 by a suitable method such as dual watch or scanning or multiple radios.

A6.5. VHF Channel 82 is a repeater located on Arthurs Seat. Boats should ensure that VHF radios are set to the international frequency set, standard in Australia, when using this channel.

## A7 Phone

A7.1. The following phone number will be used:

Number	usage
0418 396 605	Race Director's phone

## A8 Email

The following email address may be used:

Email address	usage
race.director@orcv.org.au	Race Director messages

## A9 Sign-on Schedule - Fixed Mark and Destination Races

- A9.1. Each boat must sign-on using the TopYacht system to indicate its intention to race and the number of persons on board. All crew must complete their personal details, including emergency contact information, online using the TopYacht system. Sign-on must be completed via the link or QR code provided below.
- A9.2. Sign-on must be completed prior to the times specified in Tables A3 and A4.
- A9.3. A boat experiencing difficulty using the TopYacht system may contact the Race Director on 0418 396 605 for assistance.
- A9.4. To access the TopYacht system, boats must have their sail number and the corresponding TopYacht password available, using the link or QR code below.

<http://tymob.net.au/mycrew.php?evid=1906&sn=>



- A9.5. Commencing at 0845 or 0945, a radio sign-on schedule will be conducted by Ocean Racing on VHF Channel 82 for all boats that have not signed on using SMS messages. All boats must monitor this schedule in case their SMS sign-on response has not been received.
- A9.6. Boats who have not completed an SMS sign-on will be called in alphabetical order to confirm that they are starters in the race.
- A9.7. Each boat must respond:  
“{Boat Name} is a starter, {xx} persons on board, over.”
- A9.8. A boat that does not respond on the first call must wait until they are called again at the end of the schedule.
- A9.9. A boat that fails to sign-on may, at the discretion of the Race Director, have 5 minutes added to its elapsed time.
- A9.10. In the event of late crew changes, this must be done in the TopYacht Entry System up until 0900 on the Friday before the start of the relevant Fixed Marks or Destination Race, after which TopYacht Entry System will be locked out for any further crew changes. After this date and time

any crew changes are to be sent to the Race Director via email [race.director@orcv.org.au](mailto:race.director@orcv.org.au). Crew numbers and crew names/details must be finalised by the sign-on schedule.

- A9.11. Any changes to Sailing Instructions will be announced on VHF Channel 82 at the commencement of the sign-on schedule.
- A9.12. Any variations to the course to be sailed, such as a relocated Starting Line, and, where applicable, the Course Number to be sailed, will also be announced as part of the sign-on schedule.

## A10 Sign-on Schedule – Novice Return Races

- A10.1. All boats in Novice Return Races are required to sign-on to indicate their intention to race and the number of persons on board by VHF radio. Boats will be called in alphabetical order to confirm that they are starters in the race.
- A10.2. Any changes to Sailing Instructions will be announced on VHF Channel 82 at the commencement of the sign-on schedule.
- A10.3. Any variations to the course to be sailed, such as a relocated starting line, and, where applicable, an amended start time, will also be announced as part of the sign-on schedule.
- A10.4. Any crew changes must be identified on an amended CRED sheet form and sent to the Race Director by 2000 on the Saturday before the race.

## A11 Premature Starters

Premature starters may be identified on VHF Channel 82.

## A12 VHF Position Reporting Schedule – Novice Return Races only

- A12.1. For entrants in a Novice Return Race, Position Reporting Schedule will be conducted, on VHF Channel 82, by Ocean Racing at the following times:

Position Time	Reporting Time
1330	1335

The position reported will be the boat's position at the time listed in the Position Time column.

- A12.2. Each boat must report its position in degrees and whole minutes only of latitude and longitude as follows:
- “{Boat Name} Position {ddmm dddmm} OVER”

## A13 Finishing Reports

- A13.1. Each boat in the Blairgowrie Destination Race must call the Race Director on VHF Channel 82 when directly south of South Channel Mark 19.
- A13.2. Each boat in the Geelong Destination Race must call the Race Director on VHF Channel 82 when directly south of Point Richards Mark 18.
- A13.3. When approximately 5 minutes from the finishing line, each boat must call the Race Director, on VHF Channel 82.

## A14 Boats Retiring

A14.1. If a boat retires from the race, every effort must be made to advise Ocean Racing 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 returning.

A14.2. A boat that retires must maintain their routine monitoring of VHF Channels 82 and 16 until such time as they reach a safe harbour.

A14.3. Upon arrival at a safe harbour, contact must be made with Ocean Racing by phone (0418 396 605) or VHF Channel 82 to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

# Appendix B: Start

This Appendix contains information about the starting line and the starting procedures applicable to each Race of each Series. The diagrams are for illustrative purposes only and should not be used for navigation. The positions shown are approximate and may vary on the day.

## B1 Start Time and Location

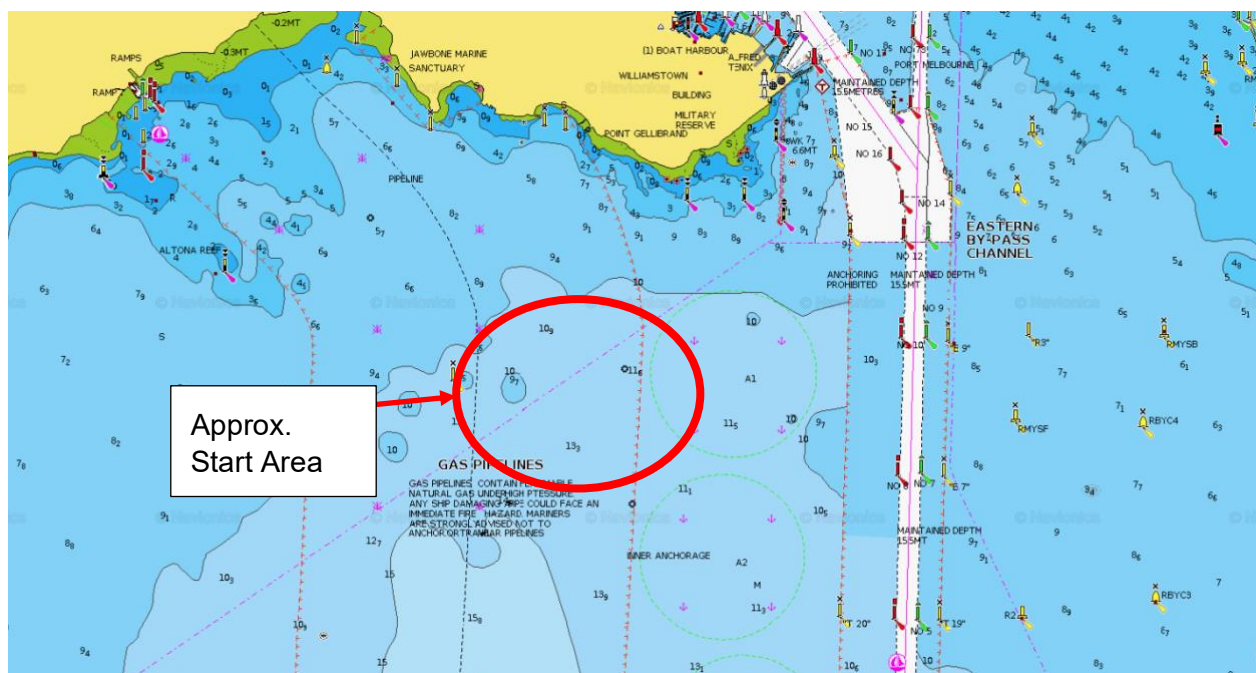
- B1.1. Subject to the Race Director's discretion to postpone to another time, the start time and location will be as per the table below.
- B1.2. If applicable, starting times for each Division will be communicated by the Race Director during the Race Director Broadcast before each Race.
- B1.3. For the Novice Return Races, the Race Director may start the Race at one of the intermediate course marks. In this case, the Race Director will advise the revised start location, with a correspondingly later start time, during the sign-on schedule.

Race	Date	First Warning Signal	Starting Line Location
WS Race 1	Saturday 20 June 2026	1025	Refer to Instruction B2.1
WS Race 2	Saturday 4 July 2026	0925	Refer to Instruction B2.2
NRS Race 1	Sunday 5 July 2026	0925	Refer to Instruction B3.1
WS Race 3	Saturday 18 July 2025	1025	Refer to Instruction B2.1
WS Race 4	Saturday 15 August 2026	0925	Refer to Instruction B2.3
NRS Race 2	Sunday 16 August 2026	0925	Refer to Instruction B4.1

## B2 Starting line – Destination and Fixed Marks Races

- B2.1. The starting line location will be in the vicinity of the SYC Breakwater for WS Race 1 and WS Race 3 (Fixed mark courses).
- B2.2. The starting line location will be in the vicinity of the RBYC Breakwater for WS Race 2 (Blairgowrie).

B2.3. The starting line location will be in the following marked area for WS Race 4 (Geelong).



B2.4. The starting line will be between a staff displaying an orange flag on the committee vessel at the starboard end and an orange inflatable mark at the port end. The committee vessel will be located approximately 1 to 1.5 NM off the SYC breakwater for the Fixed Marks Races and 1 to 1.5 NM off the RBYC breakwater for the Blairgowrie Race.

B2.5. A crowding buoy may be laid in the vicinity of the committee vessel.

B2.6. When the committee vessel is on station, after the preparatory signal, and before correctly starting:

- Any boat touching the crowding buoy or passing from the pre-start side of the starting line to the course side between the crowding buoy and the committee vessel must return to the pre-start side of the line by passing to the course side of and around the committee vessel before starting correctly.
- Any yacht passing from the course side to the pre-start side of the starting line between the crowding buoy and the committee vessel may be disqualified.

### B3 Starting line – Novice Return Race – Blairgowrie Return

B3.1. The starting line will be the same as the Blairgowrie Yacht Club finishing line for the Blairgowrie Destination Race.

B3.2. Boats must start in an Easterly direction.

### B4 Starting line – Novice Return Race – Geelong Return

B4.1. The starting line will be between RGYC Buoy CB3 and Hopetoun Channel Marker 12.

B4.2. The starting line may be relocated to a position adjacent to any of the following marks of the Course:

- Hopetoun Channel Marker 4
- Wilson Spit Channel Marker 10
- Wilson Spit Channel Marker 4
- Wilson Spit Channel Marker 2

## **B5 Postponements**

B5.1. Any postponements will be announced on VHF Channel 82.

# Appendix C: Courses and Marks

This Appendix describes the courses and how they are to be sailed. The diagrams supplied are for illustrative purposes only and should not be used for navigation. The positions shown are approximate and may vary on the day.

## C1 Course Details – Windward Gate

For each of the DYSC Winter Series Races, a yellow or orange windward gate will be laid approximately 1.0 to 2.0 NM from the starting line. The distance and approximate bearing of the gate will be announced by the Race Director on VHF Channel 82.

## C2 Winter Series – Fixed Marks Courses

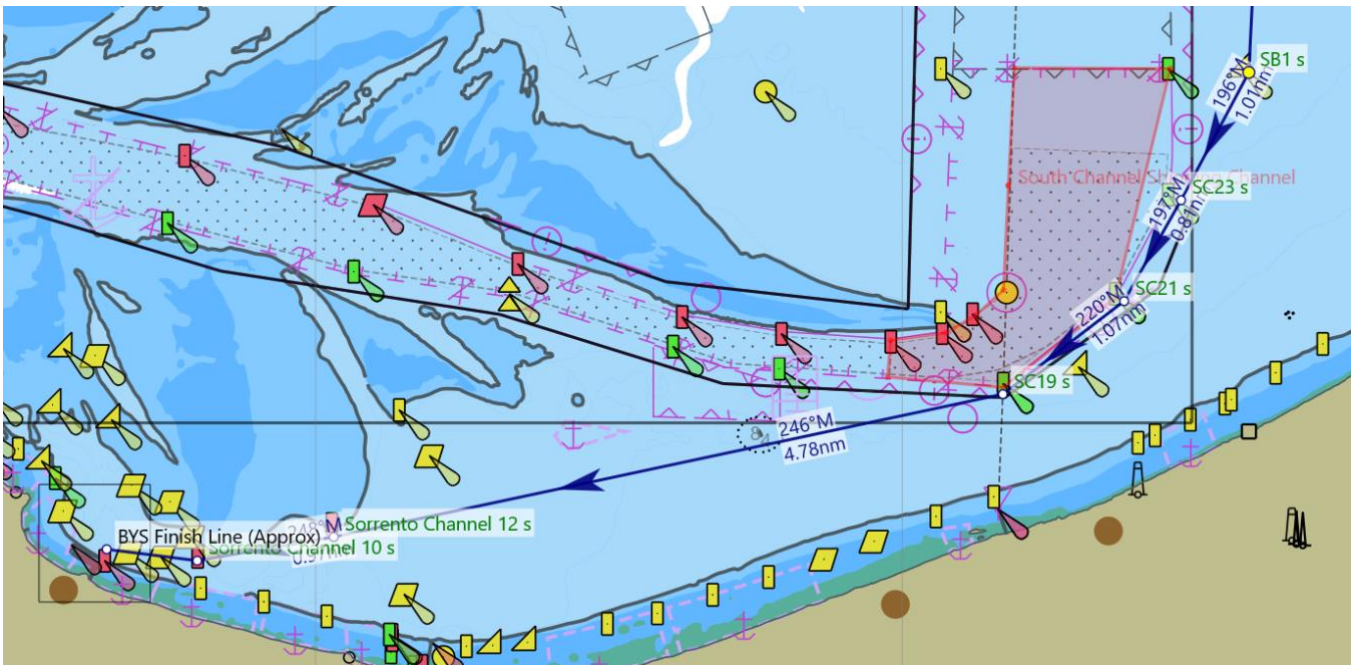
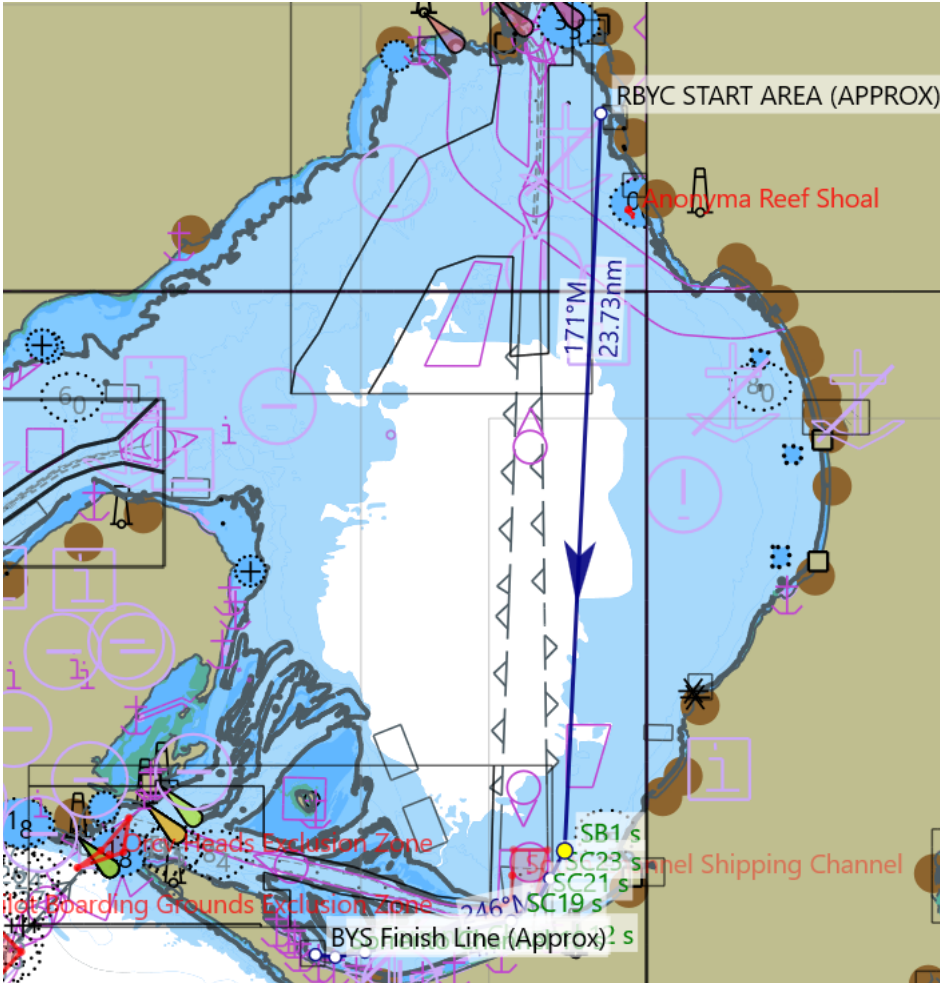
- C2.1. A suitable 'longer distance course' will be selected from the Sandringham Yacht Club Fixed Mark Course Guide for all fixed mark races in the program.
- C2.2. The Sandringham Yacht Club Fixed Mark Course Guide can be found at [https://syc.com.au/wp-content/uploads/2026/01/SYC-2025-28-Course-Booklet\\_Rev\\_0.pdf](https://syc.com.au/wp-content/uploads/2026/01/SYC-2025-28-Course-Booklet_Rev_0.pdf)
- C2.3. The marks shall be rounded (or passed, where so noted) in the order described and leaving each mark on the required side as nominated.

### C3 Winter Series – Destination Race – Blairgowrie

Course Length approximately 33 NM

**Note – Boats must not enter the South Channel as marked below under any circumstances**

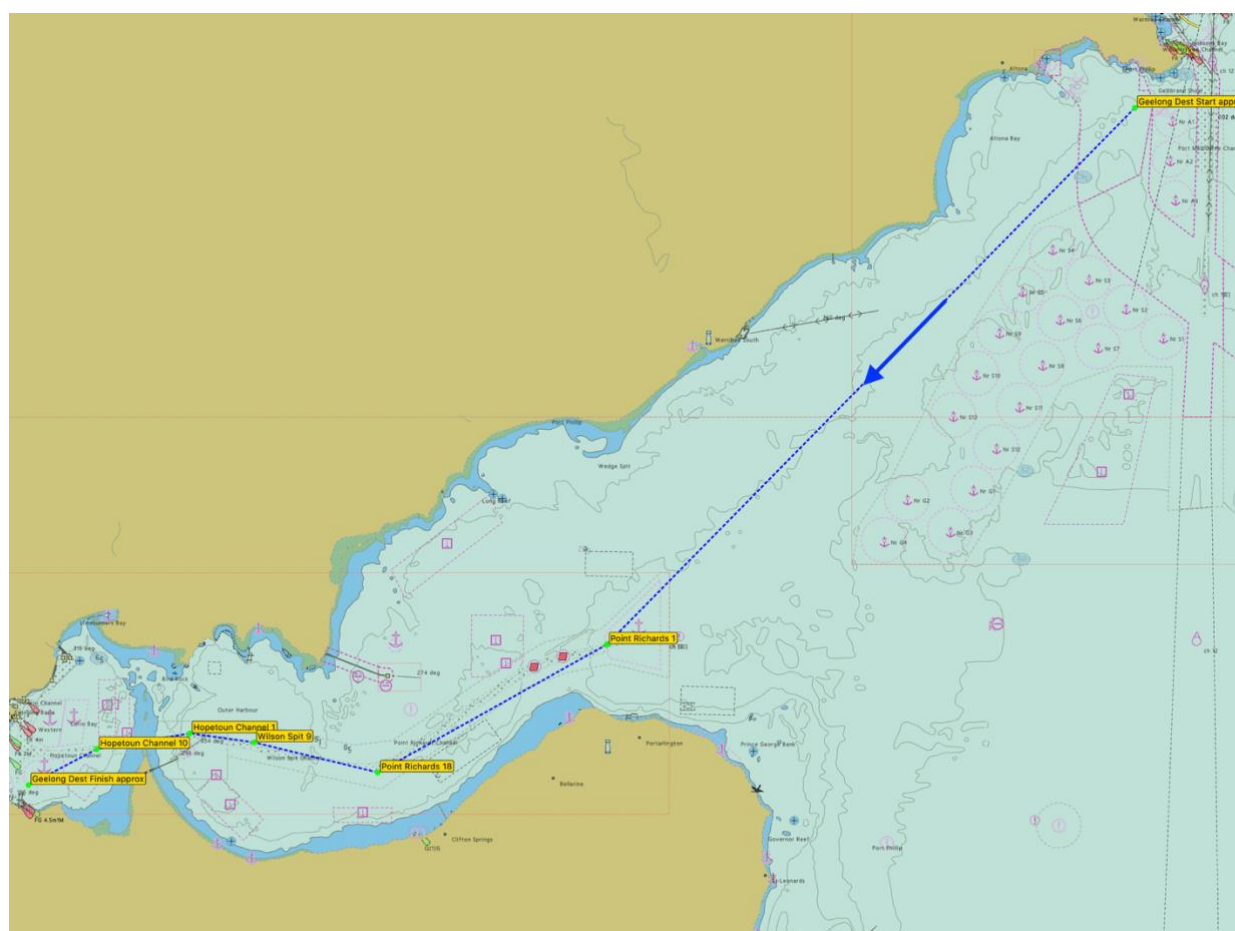
Mark Name	Description
<b>Start</b>	Laid start
<b>Gate</b>	Sail between the two gate marks
<b>SB1</b>	Round to starboard
<b>South Channel 23</b>	Pass to starboard
<b>South Channel 21</b>	Round to starboard
<b>South Channel 19</b>	Round to starboard
<b>Sorrento Channel 12</b>	Pass to starboard
<b>Sorrento Channel 10</b>	Round to starboard
<b>Blairgowrie Finish Line</b>	Finish in a westerly direction



## C4 Winter Series – Destination Race – Geelong

Course Length approximately 34 NM

Mark Name	Description
<b>Start</b>	Laid start
<b>Gate</b>	Sail between the two gate marks
<b>Point Richards Channel 1</b>	Round to starboard
<b>Point Richards Channel 18</b>	Round to starboard
<b>Wilson Spit Channel 9</b>	Round to port
<b>Hopetoun Channel 1</b>	Round to port
<b>Hopetoun Channel 10</b>	Round to port
<b>Geelong Finish Line</b>	Finish in a southerly direction

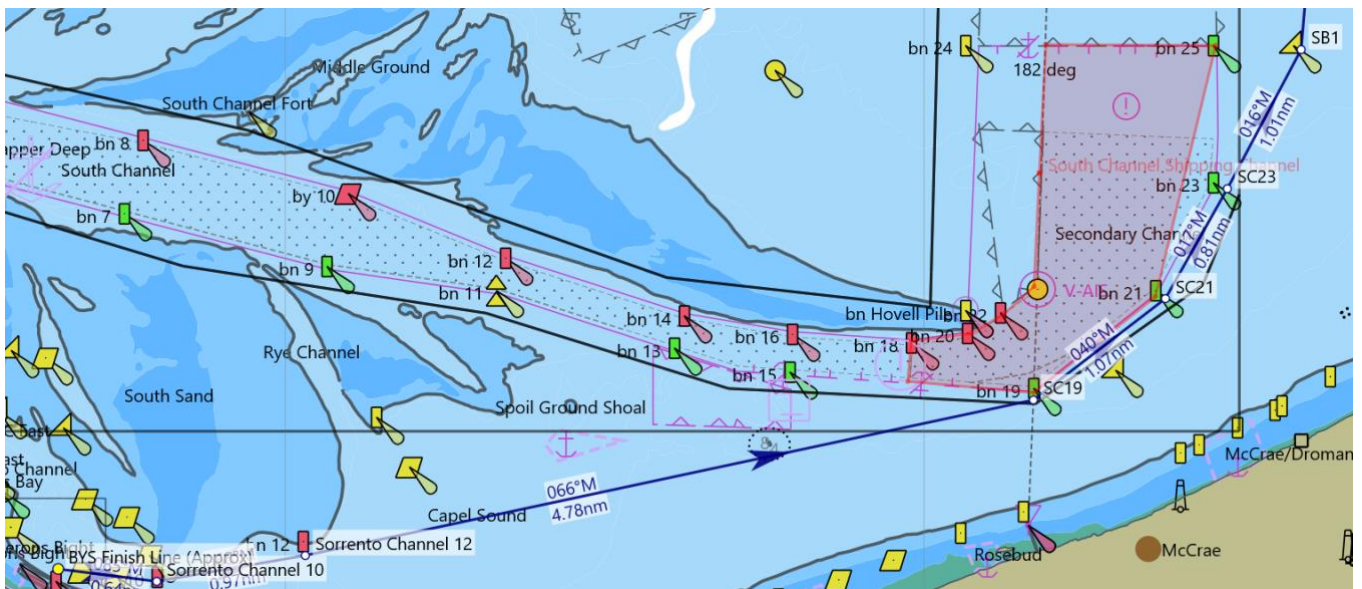
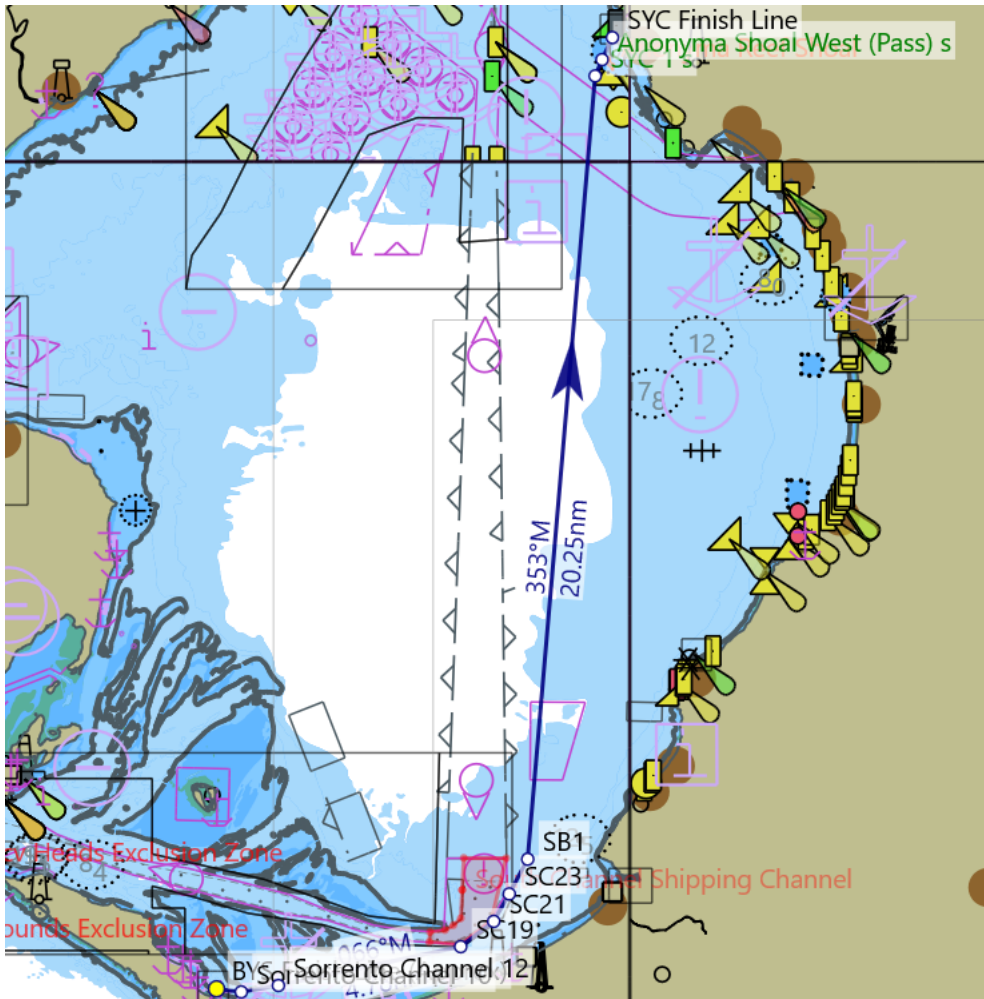


## C5 Novice Return Series – Blairgowrie Return Race

Course Length approximately 30 NM

**Note – Boats must not enter the South Channel as marked below under any circumstances.**

Mark Name	Description
<b>Start</b>	Blairgowrie start line
<b>Sorrento Channel 10</b>	Round to port
<b>Sorrento Channel 12</b>	Pass to port
<b>South Channel 19</b>	Round to port
<b>South Channel 21</b>	Round to port
<b>South Channel 23</b>	Pass to port
<b>SB1</b>	Round to port
<b>SYC1</b>	Round to starboard
<b>Anonyma Shoal West</b>	Pass to starboard
<b>SYC Finish Line</b>	Finish in a northerly direction



## C6 Novice Return Series – Geelong Return Race

C6.1. Course Length approx. 31 NM

Mark Name	Description
<b>Start</b>	Geelong start line
<b>Hopetoun Channel 10</b>	Round to starboard
<b>Hopetoun Channel 4</b>	Round to starboard
<b>Hopetoun Channel 2</b>	Pass to port
<b>Wilson Spit Channel 10</b>	Round to port
<b>Wilson Spit Channel 4</b>	Round to port
<b>Wilson Spit Channel 2</b>	Round to port
<b>Centre M1</b>	Round to port
<b>SYC Finish Line</b>	Finish in a northerly direction



## C7 Marks

These mark descriptions and positions should not be used uncritically. They have been assembled from the best information available but may only be approximate and may contain errors. Skippers and navigators should verify mark information using their own resources.

If a given mark cannot be physically located, then round a substitute Virtual Mark located as per the table below and report this, via SMS, to the Race Director on 0418 396 605.

Mark	Latitude	Longitude	Comments
<b>Anonyma Shoal (W)</b>	S 37° 57.43'	E 144° 59.32'	West Cardinal Pile
<b>BYS 0</b>	S 38° 21.26'	E 144° 46.57'	Yellow Conical, Yachting
<b>Carrum No2</b>	S 38° 03.07'	E 145° 04.53'	Yellow Can (If this mark is not present, treat as a virtual mark)
<b>Centre M1</b>	S 38° 03.53'	E 144° 52.20'	Yellow Special Purpose Buoy
<b>Hopetoun Channel 1</b>	S 38° 07.05'	E 144° 26.76'	Channel Mark
<b>Hopetoun Channel 2</b>	S 38° 07.16'	E 144° 26.78'	Channel Mark
<b>Hopetoun Channel 4</b>	S 38° 07.20'	E 144° 26.16'	Channel Mark
<b>Hopetoun Channel 10</b>	S 38° 07.40'	E 144° 24.13'	Channel Mark
<b>Hopetoun Channel 12</b>	S 38° 07.48'	E 144° 23.31'	Channel Mark
<b>ORCV-VM1</b>	S 38° 5.38'	E 144° 58.97'	Virtual Mark
<b>ORCV-VM2</b>	S 38° 01.98'	E 144° 56.80'	Virtual Mark
<b>PM17</b>	S 37° 51.80'	E 144° 55.29'	Starboard Pile Beacon
<b>PM71</b>	S 37° 52.07'	E 144° 55.76'	Starboard Pile Beacon
<b>Point Richards Channel 1</b>	S 38° 05.07'	E 144° 38.56'	Pile
<b>Point Richards Channel 18</b>	S 38° 07.92'	E 144° 32.08'	Pile, N Cardinal (BY)
<b>R2</b>	S 37° 54.54'	E 144° 56.30'	Yellow Buoy
<b>R3</b>	S 37° 53.17'	E 144° 56.38'	Yellow Buoy
<b>RBYC3</b>	S 37° 54.46'	E 144° 57.16'	Yellow Conical, St Andrew's Cross
<b>RBYC6</b>	S 37° 54.32'	E 144° 58.53'	Yellow Conical, St Andrew's Cross

Mark	Latitude	Longitude	Comments
<b>RGYC CB3</b>	S 38° 07.60'	E 144° 23.55'	Yellow Conical, St Andrew's Cross
<b>RMYSG</b>	S 37° 50.98'	E 144° 56.16'	Yellow Conical, St Andrew's Cross
<b>SB1</b>	S 38° 17.93'	E 144° 56.60'	Yellow Conical
<b>Sorrento Channel 10</b>	S 38° 21.34'	E 144° 47.31'	Pile
<b>Sorrento Channel 12</b>	S 38° 21.11'	E 144° 48.51'	Pile
<b>South Channel 19</b>	S 38° 20.13'	E 144° 54.48'	Pile
<b>South Channel 21</b>	S 38° 19.49'	E 144° 55.48'	Pile
<b>South Channel 23</b>	S 38° 18.81'	E 144° 55.95'	Pile
<b>South Channel 25</b>	S 38° 17.93'	E 144° 55.95'	Pile
<b>SYC1</b>	S 37° 57.80'	E 144 58.89'	Yellow Conical, Yachting
<b>SYC2</b>	S 37° 56.60'	E 144° 57.97'	Yellow Conical, Yachting
<b>SYC3</b>	S 37° 56.24'	E 144° 59.25'	Yellow Conical, Yachting
<b>SYC4</b>	S 37° 56.81'	E 144° 59.40'	Yellow Conical, Yachting
<b>SYC5</b>	S 37° 58.81'	E 144° 58.38'	Yellow Conical, Yachting
<b>SYC6</b>	S 37° 56.70'	E 144° 57.08'	Yellow Conical, Yachting
<b>SYC7</b>	S 37° 55.86'	E 144° 59.00'	Yellow Conical, Yachting
<b>SYC8</b>	S 37° 56.75'	E 144° 59.65'	Yellow Conical, Yachting
<b>T1</b>	S 38° 00.00'	E 144° 55.66'	Yellow Beacon
<b>T2</b>	S 38° 00.00'	E 144° 54.87'	Yellow Beacon
<b>T25</b>	S 37° 52.48'	E 144° 55.90'	Yellow Beacon
<b>T26</b>	S 37° 52.69'	E 144° 55.28'	Yellow Beacon
<b>Wilson Spit Channel 2</b>	S 38° 07.80'	E 144° 31.36'	Pile
<b>Wilson Spit Channel 4</b>	S 38° 07.64'	E 144° 30.39'	Pile

Mark	Latitude	Longitude	Comments
Wilson Spit Channel 9	S 38° 07.25'	E 144° 28.58'	Pile
Wilson Spit Channel 10	S 38° 07.32'	E 144° 28.56'	Pile

# Appendix D: Finish

This Appendix describes the finishing line and the finishing procedures. The diagrams supplied are for illustrative purposes only and should not be used for navigation. The positions shown are approximate and may vary on the day.

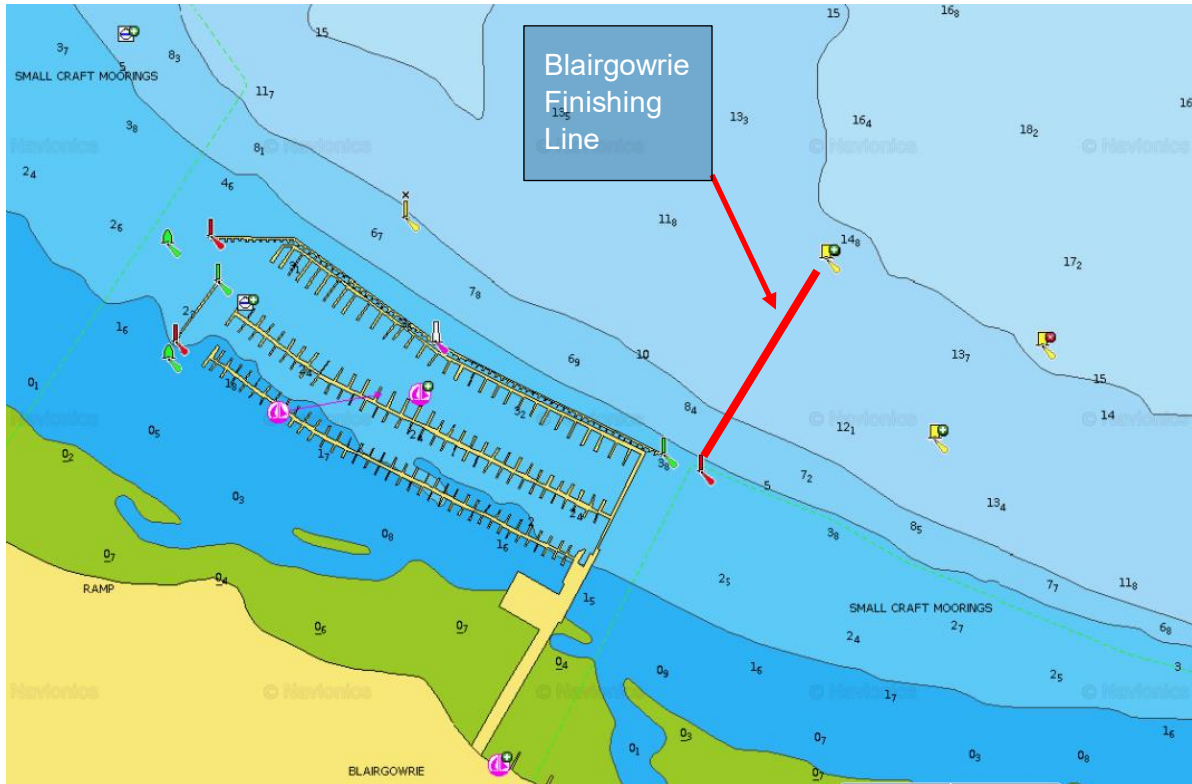
## D1 Finishing

- D1.1. **Finishing Reports** - When approximately 5 minutes from the finishing line, each boat must call the Race Director, Ocean Racing, on VHF Channel 82.
- D1.2. **Finishing Times** - Unless circumstances prevent it, the finishing times of all boats will be taken by the Race Director. As a back-up, skippers must record their own finishing times, accurate to 1 second, and inform the Race Director of this time if requested.

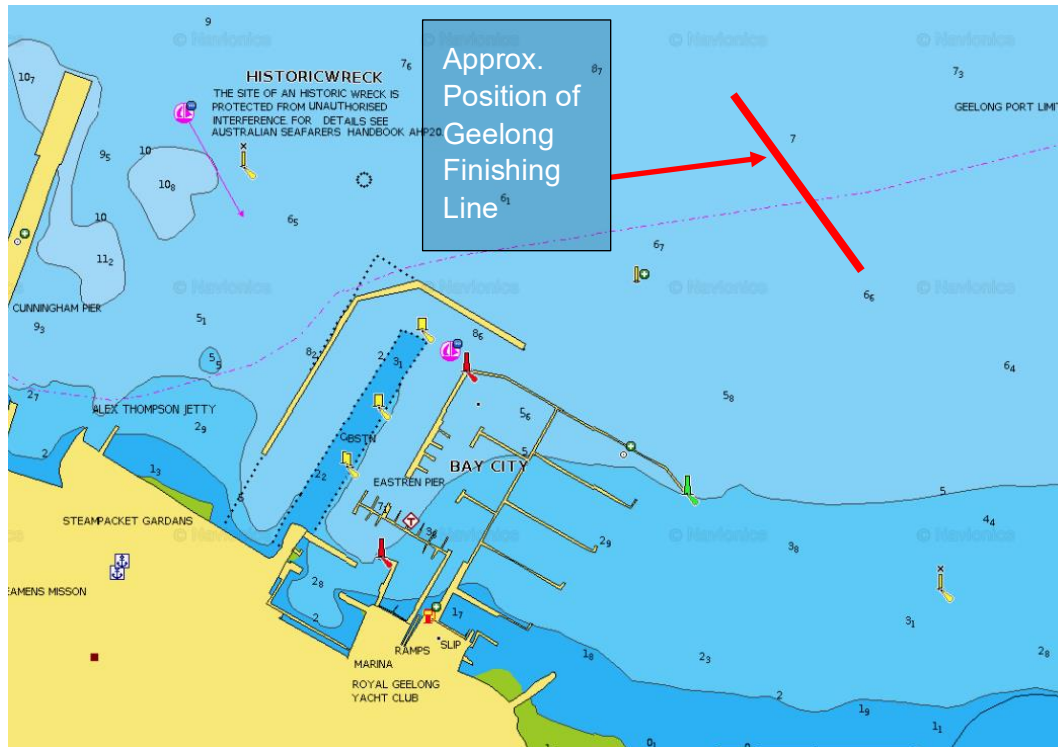
**Finish Line Fixed Marks & Novice Return – Sandringham Yacht Club.** The finishing line will be an imaginary line between the orange sighting indicator on the SYC race control tower at the eastern end and SYC Mark 4, a yellow spar buoy located approximately 0.4 NM bearing 240° (Magnetic) from the SYC race control tower (see the diagram below). Note SYC 8 is a clearance mark south of the finish line.



- D1.3. **Finishing Line – Blairgowrie** - The finishing line will be between the Day-Glo orange post located on the Blairgowrie Yacht Squadron Tower and BYS 0. When finishing, boats must pass between the red navigation pile, adjacent to the east of the Blairgowrie Safe-Harbour, and BYS 0. Boats must finish in a north westerly direction.
- D1.4. **Shorten Course – Blairgowrie** - The Race Director may choose to finish the race at any mark of the course. In this case the Race Director will inform all boats by broadcast on VHF Channel 82 and a Committee Vessel may be on station.



- D1.5. **Finishing Line - Geelong** - The primary finishing line will be between a staff displaying a blue flag on the committee vessel at the starboard end and a yellow cylindrical buoy at the port end, situated between 300 and 500 metres NNE of the RGYC Marina.
- D1.6. **Shorten Course – Geelong** - The Race Director may choose to finish the race at any mark of the course. In this case the Race Director will inform all boats by broadcast on VHF Channel 82 and a committee vessel may be on station.



## D2 Mooring Facilities

- D2.1. Berths at Blairgowrie will be allocated by BYS as part of the booking process.
- D2.2. For Geelong, individual berthing allocations will be provided prior to the event, and competitors must keep to their allotted berth.

## D3 Presentations and Results

- D3.1. Results will be published on the ORCV website as soon as practicable after each Race.
- D3.2. Trophies and mementos will be presented at the annual ORCV awards ceremony on a date to be announced.
- D3.3. Presentation ceremonies will be held at Blairgowrie and Geelong after each Destination Race with time and location details advised to skippers by SMS after the completion of each Race.

# Appendix E: Cruising Category

## E1 Use of Engine

- E1.1. The provisions of this Appendix apply only to competitors in the Cruising Non-Spinnaker Race Category.
- E1.2. Competitors may use their engine for the purpose of propulsion under the following conditions:
- No earlier than 1 hour after the start of the Race.
- AND
- Where the true wind strength is below 6 knots.
- AND
- Where the boat speed over ground (SOG) is held to a maximum of 5 knots.
- E1.3. If the Race Director announces a shortened course, competitors may start engines and proceed to the finishing line at a SOG not exceeding 5 knots.
- E1.4. All competitors must declare their motoring time (in hours, minutes, and seconds) by SMS to the Race Director within 30 minutes of crossing the finishing line.

# Appendix F: Novice Return Race Requirements - CRED

## F1 Crew Role and Experience Declaration (CRED)

F1.1. To enable a potentially adjusted handicap Novice Adjustment Factor (NAF) to be applied to the PHS handicap of a boat competing in a Novice Return Race (NRR) each boat must supply the following Crew Role and Experience Declaration (CRED) to the Race Director, by SMS, or by email no later than 2359 on the Wednesday preceding the NRR. Any late changes to the CRED may be submitted to the Race Director in person, by SMS, or by email no later than 2000 on the Saturday preceding the NRR.

F1.2. If a boat does not supply a declaration, standard handicapping will apply.

F1.3. Boat Name: \_\_\_\_\_

Skipper: \_\_\_\_\_

Return Race: Blairgowrie / Geelong

Role	Experience Level	Crew Name/s
Sailing Master	Exp / Nov	
Navigator	Exp / Nov	
Radio operator	Exp / Nov	
Helm	Exp / Nov	
Main trimmer	Exp / Nov	
Headsail trimmer	Exp / Nov	
Spinnaker trimmer	Exp / Nov	
Office/strings	Exp / Nov	
Mast	Exp / Nov	
Foredeck	Exp / Nov	

Circle the relevant experience level and/or cross out the irrelevant experience level.

## Experience

Please use the following codes to describe the highest level of **experience** for any of the specified **crew members** in each of the specified roles. Where multiple crew members share a role, enter the higher/highest level of experience.

- **Nov: (Novice):** A crew member who, while possibly experienced in other roles, generally does not perform the role.
- **Exp: (Experienced):** A crew member who generally performs the role.

## Role Descriptions

The following table describes the various roles on a boat.

Role	Description
<b>Skipper</b>	The owner of the boat who carries ultimate legal responsibility but, for this Race, takes no active leadership or specialist role. Note: The skipper can still do things under direction, such as hauling on a halyard.
<b>Sailing Master</b>	The racing tactician and manager of the crew on the boat. Responsible for allocation of crew roles, management of crew rotation, tactics.
<b>Navigator</b>	Navigation in respect of race planning including both boat safety and supporting deployment of Sailing Master's tactics.
<b>Radio operator</b>	Self-evident.
<b>Helm</b>	Self-evident. Note-1: Following a course from the Sailing Master/Navigator (no tactical decision-making). Note-2: May provide "boat performance" feedback to Navigator and trimmers? Note-3: May take occasional very short breaks.
<b>Main trimmer</b>	Self-evident.
<b>Headsail trimmer</b>	Self-evident.
<b>Spinnaker trimmer</b>	Self-evident.
<b>Office/strings</b>	Self-evident.
<b>Mast person</b>	Self-evident.
<b>Foredeck</b>	Self-evident.

### **Novice Adjustment Factor (NAF)**

Based on the Crew Role and Experience Declaration CRED, the ORCV Sail Captain will determine a Novice Adjustment Factor (NAF) for each boat which submits such a declaration.

The potentially adjusted PHS handicap factors will be posted on the ORCV website by 0700 on the morning of the relevant Novice Return Race.

- When applicable, Novice Adjustment Factors are expected to be in the range of 0% to 15%.

### **NAF Example**

Consider a boat with a standard PHS handicap factor of 1.000 for which the Sail Captain has determined a value for NAF of 10%. This gives an adjusted PHS handicap factor of 0.900.

In a 5-hour elapsed time race, the boat's adjusted time will be 4 hours 30 minutes compared with 5 hours if the boat was sailed by a fully experienced crew.