

2026 Melbourne to Devonport Rudder Cup Yacht Race Sailing Instructions



Amendments

Number	Instructions Changed	Summary of Amendment

Key Information		
	Warning Signal	1640 Friday 30 October 2026
	ORCV Office Phone	0493 102 744
	Race Director Phone	0418 396 605
	Race Director Email	race.director@orcv.org.au
	All times are in AEDT (Australian Eastern Daylight Time)	

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Sailing Instructions

The 2026 ORCV Melbourne to Devonport Rudder Cup 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 Mersey Yacht Club (MYC).

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),
 - 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:
 - Sunset: 1952
 - Sunrise: 0614

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 0730 on Friday 30 October, 2026.
- 2.2. Amendments to the Sailing Instructions will also be advised to competitors at the compulsory online 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 1645 on Friday 30 October 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 may be heard at the Mersey Yacht Club in Devonport, as soon as practical.
- 8.4. The date, time and venue for a protest hearing will be posted on the ORCV website with participants notified.
- 8.5. All requests for redress involving the official results must be submitted within 6 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 One Turn Penalty will apply for multihulls for breaking a rule of RRS, Part 2 in Port Phillip.
- 9.4. **RRS 44.3** - A Time Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.
- 9.5. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS) at the discretion of the Protest Committee:

- For a minor infringement – 15 minutes
- For a significant infringement – 60 minutes
- For a serious infringement – the penalty will rest with the Protest Committee and may result in a time penalty or disqualification.
- For sailing within the bounds of any Exclusion Zone as designated in Appendix C.
- 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 will 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 positions at 2 non-consecutive reporting schedules.
DSQ	Failure to report positions 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, 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 the Transport Safety Victoria website (<https://safetransport.vic.gov.au>).
- 11.5. Boats must keep clear of all commercial shipping (vessels more than 35 metres in length) whilst within Port Phillip and particularly while transiting Port Phillip Heads, as required by Vic Ports Harbour Master's Directions. Ships are restricted in their ability to manoeuvre while in the entrance of Port Phillip and boats must take any necessary avoiding action early.
- 11.6. In the event of avoiding action becoming necessary, a boat may start its engine and motor to avoid a shipping hazard, on a course perpendicular to the ship's track for as long as necessary.

- 11.7. A boat that takes such action must return to the location it started motoring, cease motoring and resume racing as soon as possible. The details of any such action must be reported to the Race Director on the Declaration after finishing.
- 11.8. Attention is drawn to Rule 9(a) and Rule 9(b) of 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 has absolute discretion to disqualify a boat from participating or continuing to participate in the Race if the Race Director believes that it is unsafe for that boat to commence or continue to race.
- 11.11. A Return Voyage Plan is included as part of the Declaration in Appendix E: Race Declaration.

12. Unsuitable Conditions

- 12.1. After commencement of the Race, the Race can be terminated at the Race Director's discretion.
- 12.2. The Race Committee may deem a 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 and satellite phones, are detailed in Appendix A: Race Communications.
- 13.2. The skipper and one other crew member (preferably the navigator) must join the online pre-race briefing to be held as per the Notice of Race and any subsequent Notice to Competitors. Details will be advised in the week prior to the Race.
- 13.3. 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

- 14.1. The ORCV supplied tracker is strongly recommended to be used for the return voyage, subject to the following conditions:
 - When the Race Declaration form is handed to 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 as instructed or to the ORCV office not later than 20 November 2026.

- Payment for the return journey may be levied at \$60 per calendar month if returned late.

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 the skipper of each competing boat to decide whether their boat is fit and suitably crewed for the intended purpose, and neither the ORCV nor any club, person or company connected with the organisation of the Race is responsible for the seaworthiness of any boat whose entry is accepted.
- 15.3. Attention is drawn to Fundamental Rule 3 “Decision to Race” of the RRS which states:
“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

16. Crew Behaviour

- 16.1. All participants are reminded that they are expected to comply with ORCV’s Member Protection Policy and Code of Conduct. For more information refer to <https://www.orcv.org.au/club/member-and-participant-protection>
- 16.2. Skippers are reminded that crew behaviour is both the skipper and all the crew’s responsibility to manage, at all times including during any deliveries or pre and post-race social events.
- 16.3. No flares of any type are to be fired while the boat is moored at Devonport. Civil authorities have severe penalties for any offenders. Skippers are reminded that the best way of ensuring that no flares are fired from their boat is to place them under lock and key.
- 16.4. Skippers are reminded to secure any controlled medications under lock and key.
- 16.5. Skippers are asked to remind crew that open liquor containers in a public street is an offence in Tasmania and will be prosecuted in Devonport. This does not include premises bound by a liquor license or liquor permit.

17. Appendices

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

Appendix A: Race Communications

This Appendix describes the radio and other communications procedures to be followed during this Race. Attention is drawn to time penalties which apply in respect of certain breaches of the Race communications procedures. Refer to Instruction 9.

A1 Emergency and Urgent Safety Messages

- A1.1 Any Distress (MAYDAY) and Urgency (PAN PAN) calls should be made using the international distress frequencies VHF Channel 16 or to the AMSA Rescue Coordination Centre using satellite phone, on +61 2 6230 6811 or 1800 641 792.
- A1.2 Urgent safety messages for the Race Director should be transmitted directly to the Race Director via VHF radio, satellite phone, or mobile phone (if within range).

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 always identified 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 every effort to communicate with 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's main battery during the Race, monitor and answer them when called.
- A2.10. The mobile phone of the Person in Charge must be turned on (silent mode or fully active) and kept charged for the duration of the Race. The number of this phone must be specified in the Race Entry prior to the start of the Race.

A3 Scheduled Communications

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

Date	Time	Action	Channel / Number	Station
29 October	1800-2100	Late Crew Changes	0418 396 605	Race Director
30 October	1500-1545	Monitor (Pre-Race Comms)	VHF 82	Ocean Racing
30 October	1600-1630	Sign-On Schedule	VHF 82	Ocean Racing
30 October	1630	Shipping Advice	VHF 12	Ocean Racing
30 October	1640-1645	Starting Sequence	VHF 12	Ocean Racing
30 October	1645	Individual recalls may be notified	VHF 12	Ocean Racing
30 October	2000 - 2015	Position Schedule (SP)	0418 396 605	Race Director
31 October	0800-0815	Position Schedule (SP)	0418 396 605	Race Director
31 October	2000 - 2015	Position Schedule (SP)	0418 396 605	Race Director
Thereafter, daily in the above cycle	Times may be altered by RD	Position Schedules (SP)	0418 396 605	Race Director
60 minutes before finish		1 st Finishing Report	VHF 73 or 0418 396 605	Ocean Racing
Approaching finish line approx. 5 minutes from finishing		2 nd Finishing Report	VHF 73	Ocean Racing
Berthing		Post Finish	VHF 73	MYC Tender

A4 Crew Changes

- A4.1. When nominating additional crew, the following details must be entered in the online entry system: name of crew member, address, age, Australian Sailing membership number, PLB number and next of kin details including relationship to crew member, contact address and telephone number. An emergency contact name and phone number must also be provided, and this must be shore-based and have an Australian phone number.
- A4.2. Crew changes only able to be updated by the boat's skipper or crew on the TopYacht Entry system until 48 hours before the start time. After that time, changes must be communicated directly using either the Race Director mobile phone number 0418 396 605, or the Race Director email, race.director@orcv.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 1500 and 1545 on the day of the Race. During this period Race Director announcements may be made to the fleet including matters such as start line selection, any associated change to start time, and radio frequency changes.

A6 VHF Sign-On Schedule

- A6.1. The Sign-On schedule will be conducted on VHF Channel 82 by Ocean Racing commencing at 1600 and concluding no later than 1630 on the day of the Race.
- A6.2. Any changes to the Sailing Instructions will also 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, a boat must reply

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

- A6.4. A 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 event and will be scored DNS.
- A6.6. In case of difficulties, boats 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 1630 on the day of the Race, Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

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

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 60 minutes sailing time from the finishing line, boats must contact the Race Director, via VHF Channel 73 or SMS on 0418 396 605, and advise their estimated arrival time.
- A10.2. After the 60-minute report, radios must be set to VHF Channel 73 and monitored until the boat has berthed, and the Race Declaration has been made.
- A10.3. When 5 minutes from the finishing line, a further call must be made to the Race Director on VHF Channel 73 to indicate the boat is approaching the finishing line.
- A10.4. Once a boat has performed the 60-minute report, and this has been acknowledged by the Race Director, the boat no longer needs to participate in routine reporting schedules and listening watches.
- A10.5. Boats must keep clear of commercial shipping, such as Spirit of Tasmania and Strait Link, while approaching the finishing line.

A11 Satellite Phone Position Reporting Schedules

- A11.1. Boats using satellite phones for position reporting must record their positions at the relevant "Position Time" [0800 and 2000] and report that position time to the Race Director via SMS message on 0418 396 605 by 0815 or 2015.

Reporting Time by	Position Time
0815	0800
2015	2000

- A11.2. The first position report must be given by 2015 on the day of the Race, with subsequent reports at 12-hour intervals until completion of their 60-minute finishing report or the boat has retired and is in a safe harbour.

A11.3. Boats must provide their 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.

A11.4. 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 Radio or Satellite Phone Failure

A12.1. 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.
- Phone by either voice or SMS.
- Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.

A12.2. In addition to the mobile phone coverage that may exist, when near the coastline, for boats with appropriate antennas, 3/4G 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.

A12.3. The reason for failure to report at any routine schedule time must be recorded on the boat's Race Declaration form (see Appendix E: Race Declaration).

A13 Boats Retiring

A13.1. Should a boat retire from the Race, every effort must be made to advise the Race Director and Tas Maritime Radio 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.

A13.2. Boats that retire must maintain their routine position reporting radio schedules until such time as they reach a safe harbour.

- A13.3. 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's phone to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A14 Assistance & Information

A14.1. Tas Maritime Radio (TMR)

- TMR have established a network of linked VHF stations covering the majority of Tasmanian Coastal Waters. VHF Channel 16 emergency monitoring is provided. Additional VHF channels are available after initial contact on Channel 16.
- For boats that still have HF radios, TMR also monitor the standard emergency frequencies, HF 4125kHz, 6215 kHz and 8291kHz continuously from 0700 to 1900.

A14.2. Marine Radio Victoria

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

A14.3. 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.

A14.4. Weather

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

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

Forecast times are at 0745, 1345 and 1733.

Appendix B: Start

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

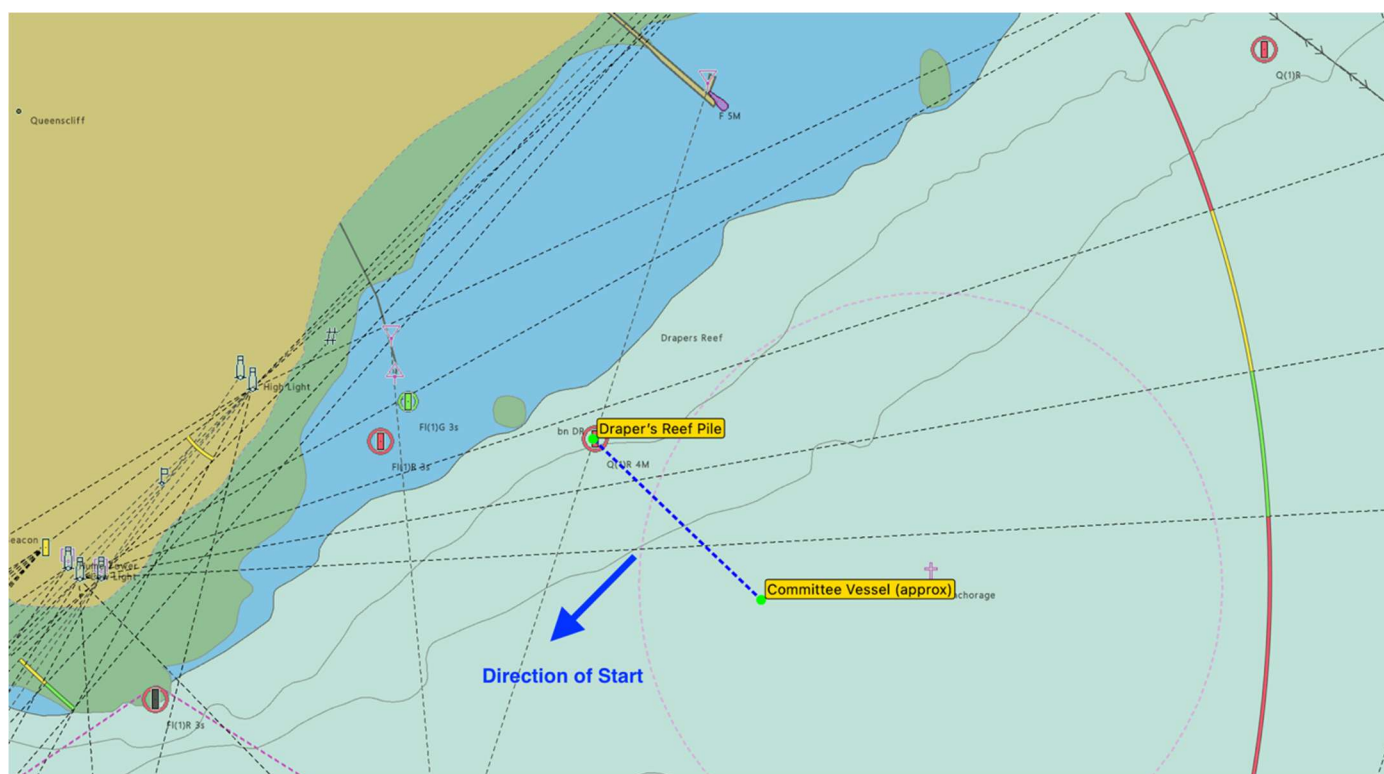
Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

B1 Start Time

- B1.1. The start time will be 1645 on Friday 30 October 2026 in the vicinity of Drapers Reef, Queenscliff unless noted otherwise. The Race Director has the discretion to postpone the start to another time.
- B1.2. Boats may elect to start at any time up to 12 hours after the start signal. Boats intending to take this option must respond when called at the Sign-On Schedule and state their intentions. They must subsequently respond to all Position Schedules in accordance with the provisions of the Sailing Instructions.
- B1.3. After the starting signal, 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 they pass the starting line and supply the Race Director with their starting time.

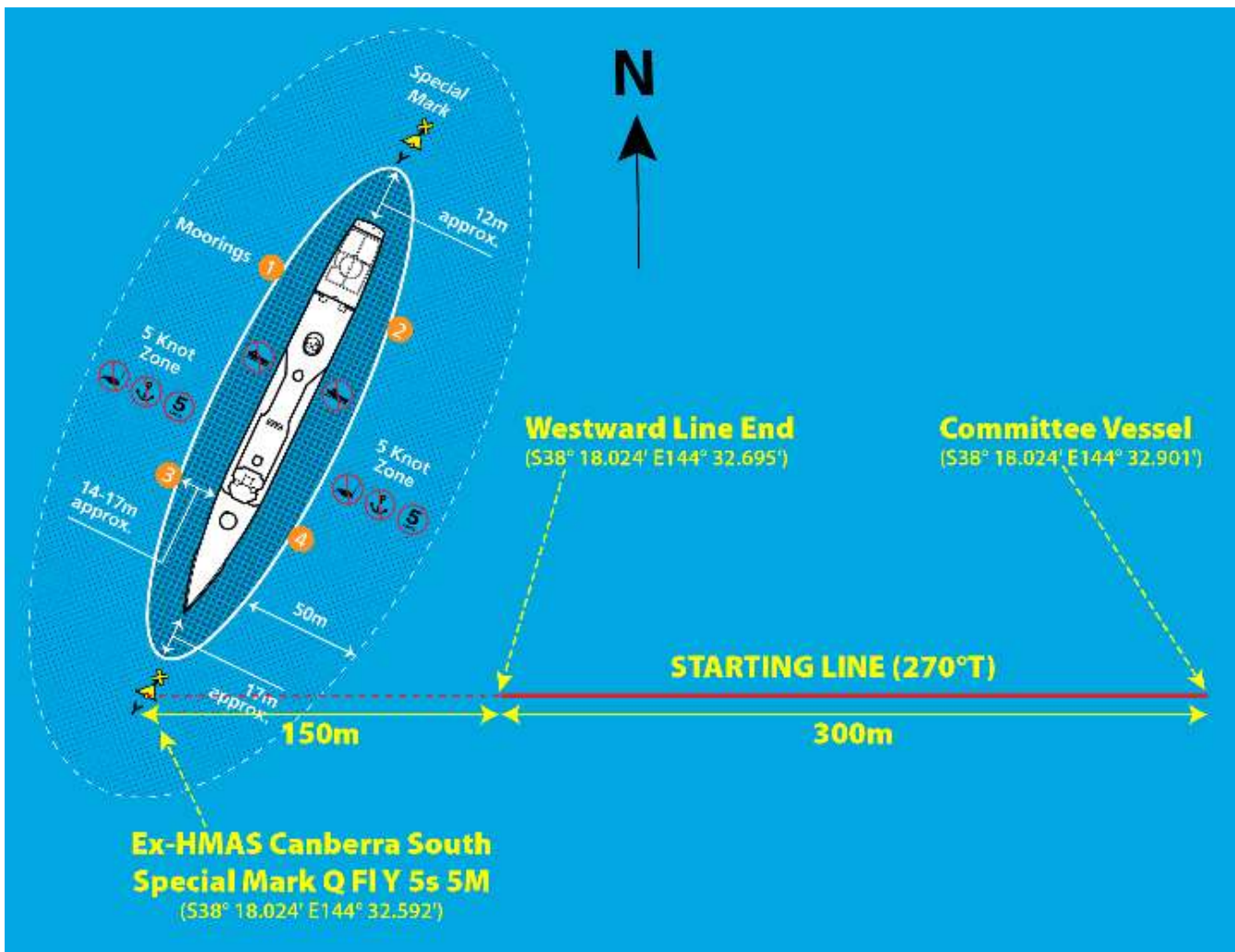
B2 Starting Line

- 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 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 Draper's 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 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 – October / November 2026


PRINT TABLE

Please note: The predictions are in daylight saving time when it is observed.

THU 29 OCT			FRI 30 OCT			SAT 31 OCT			SUN 1 NOV			 MON 2 NOV			TUE 3 NOV			WED 4 NOV		
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
	2:07 am	+4.77	12:07 am	2:51 am	+4.84	12:53 am	3:35 am	+4.76	1:39 am	4:20 am	+4.56	2:25 am	5:05 am	+4.30	3:13 am	5:53 am	+3.97		12:05 am	-4.84
6:08 am	8:39 am	-4.46	6:52 am	9:23 am	-4.54	7:36 am	10:06 am	-4.53	8:20 am	10:48 am	-4.47	9:04 am	11:31 am	-4.38	9:48 am	12:16 pm	-4.29	4:02 am	6:47 am	+3.62
12:07 pm	2:39 pm	+3.25	12:47 pm	3:18 pm	+3.33	1:27 pm	3:56 pm	+3.36	2:09 pm	4:39 pm	+3.32	2:53 pm	5:28 pm	+3.18	3:44 pm	6:29 pm	+3.00	10:35 am	1:04 pm	-4.20
5:00 pm	7:49 pm	-6.25	5:43 pm	8:32 pm	-6.41	6:28 pm	9:18 pm	-6.32	7:16 pm	10:08 pm	-5.98	8:10 pm	11:04 pm	-5.46	9:12 pm			4:45 pm	7:37 pm	+2.85
																		10:28 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

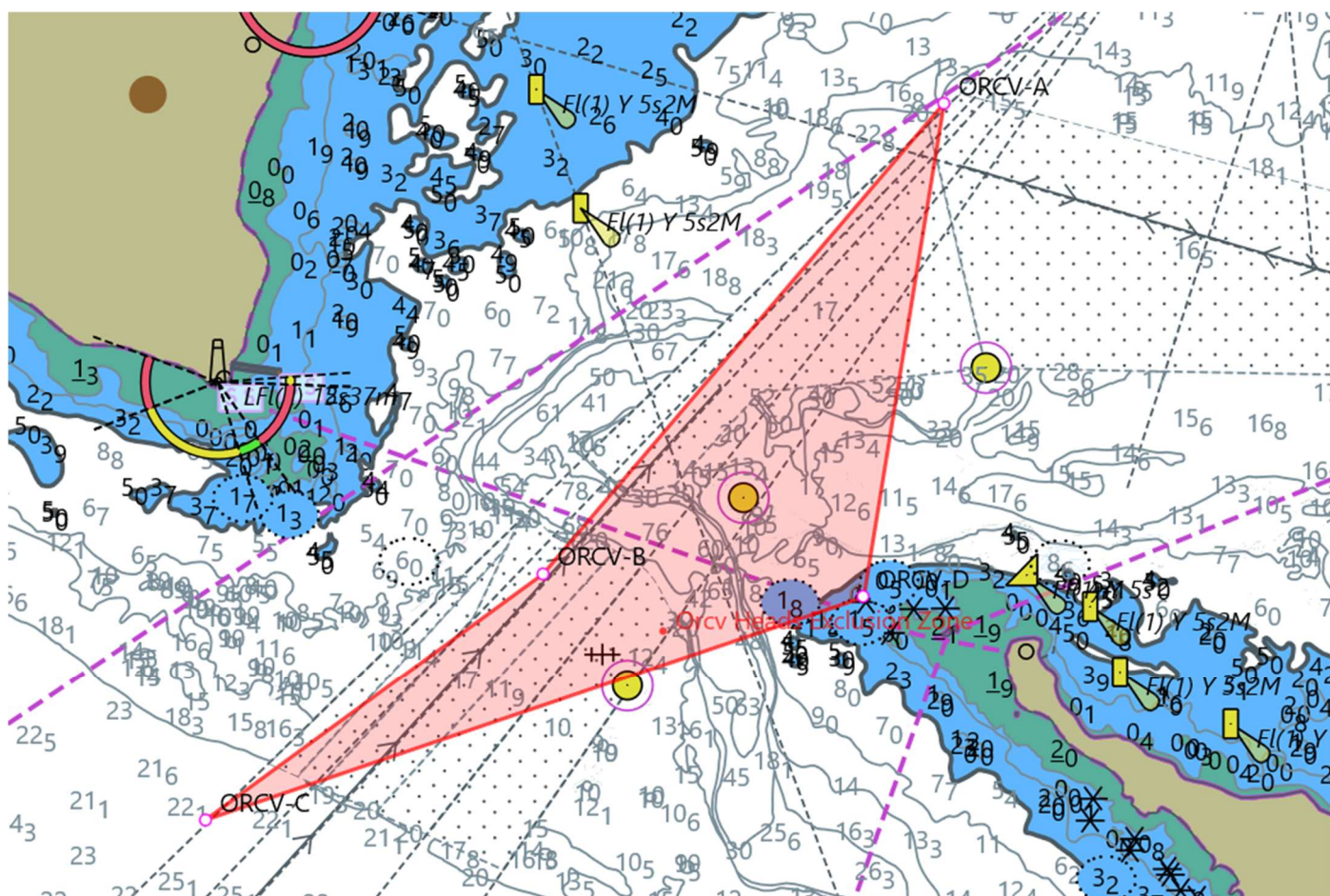
- From the starting line,
- Pass the virtual mark ORCVA to port.
- Keep clear of the Heads Exit Exclusion Zone, as described in C2 Heads Exclusion Zone, to port.
- Keep clear of the Pilot Boarding Ground Exclusion Zone, as described in C3 Pilot Boarding Ground Exclusion Zone.
- Keep clear of the Yolla Gas Platform Exclusion Zone, as described in C4 Yolla Gas Platform Exclusion Zone.
- Then to the finishing line at Devonport.

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 ORCVA-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

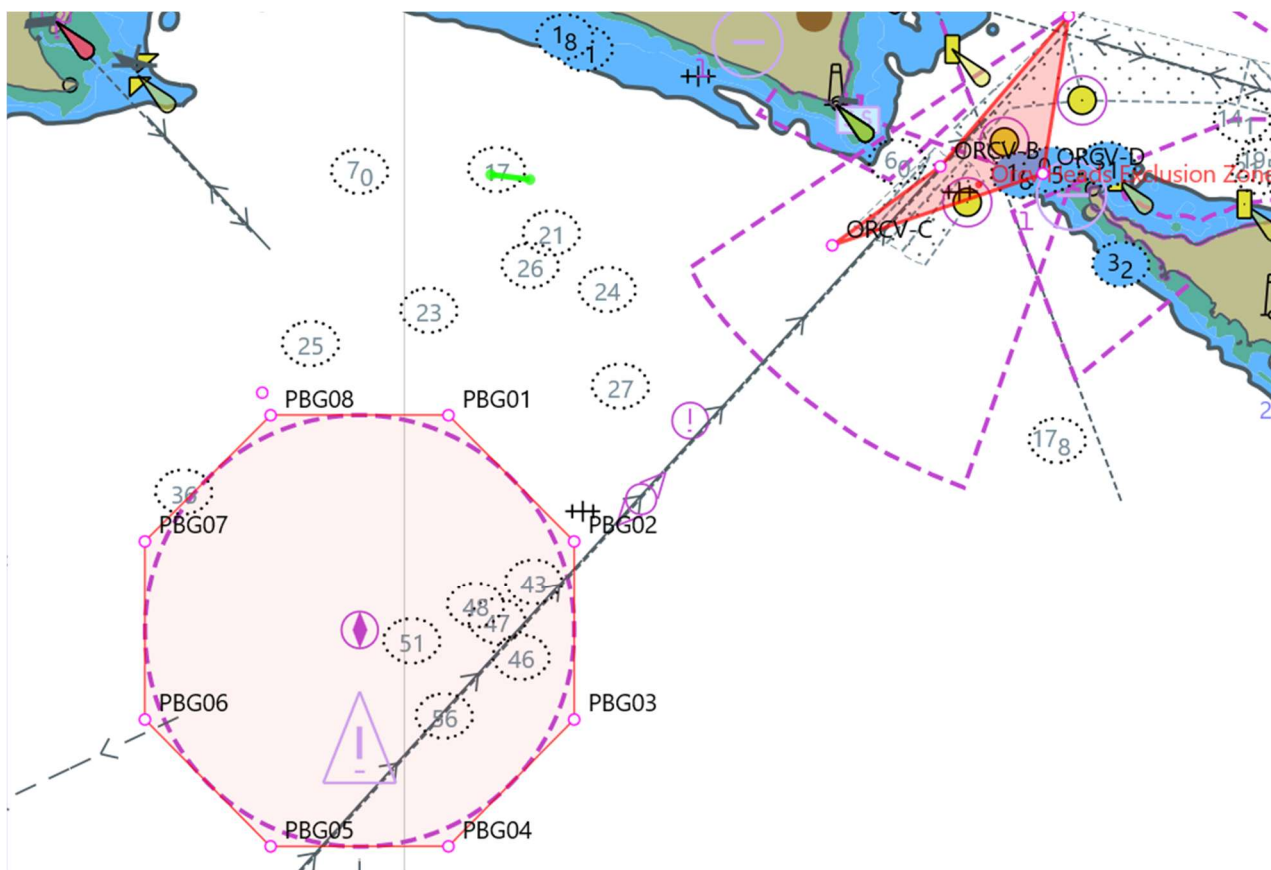
- C2.2. Boats shown to have sailed within the bounds of this obstruction may be protested and penalised at the discretion of the Protest Committee.
- C2.3. Boats must record their track through the Heads using their chart plotter or similar device and take a photograph of this track to demonstrate compliance with the Heads Exclusion Zone. This photograph must be submitted to the Race Director if requested.



C3 Pilot Boarding Ground Exclusion Zone

- C3.1. Boats must keep out of the Pilot Boarding Ground outside Port Phillip Heads to avoid obstructing pilot boats and shipping. The area bounded by the following marks PBG01-PBG02-PBG03-PBG04-PBG05-PBG06-PBG07-PBG08-PBG01 is an obstruction.

Mark	Position	Mark	Position
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'



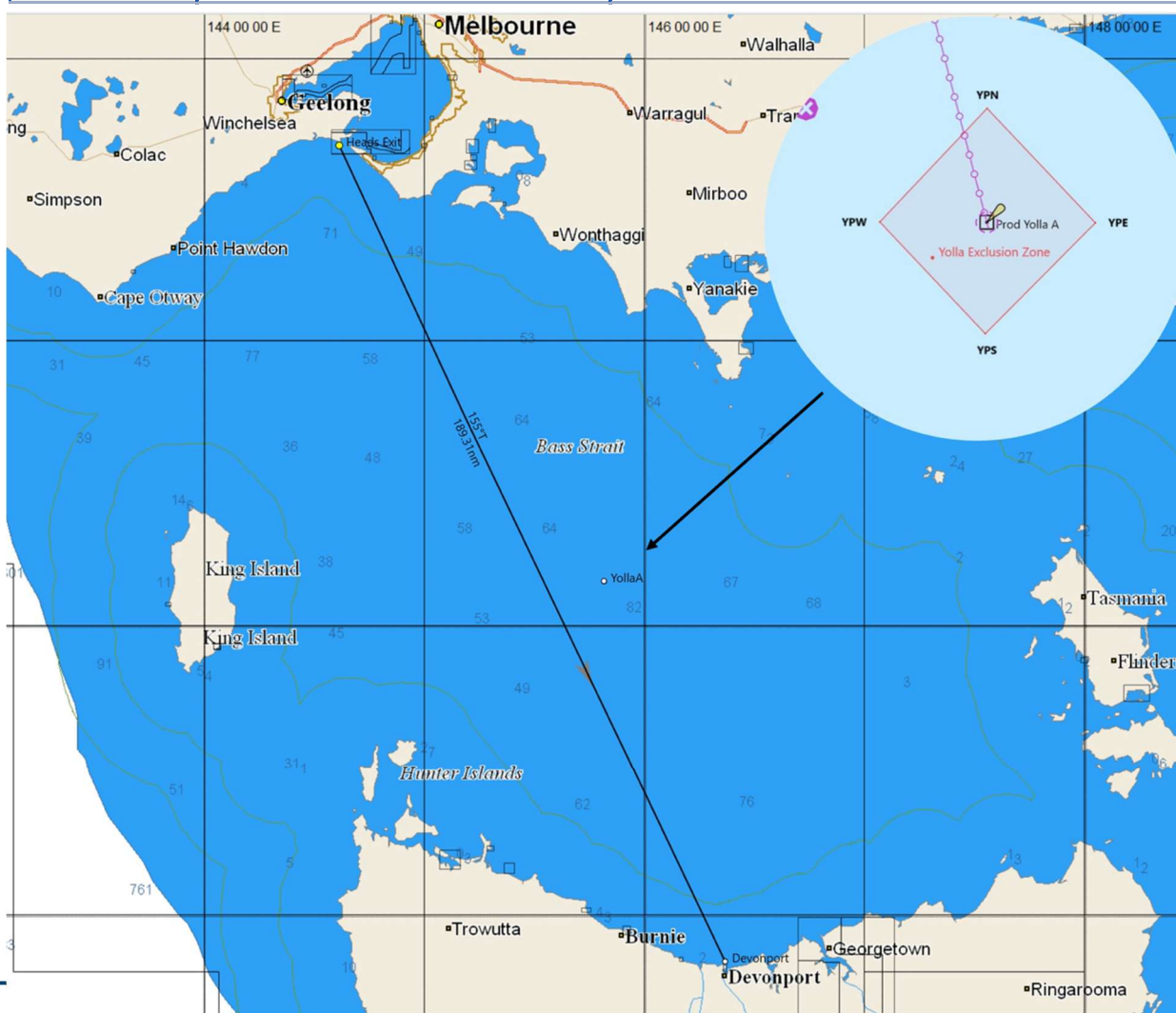
- C3.2. Boats shown to have sailed within the bounds of this obstruction may be protested and penalised at the discretion of the Race Committee.
- C3.3. Boats must record their track around the Pilot Boarding Ground Exclusion Zone using their chart plotter or similar device and take a photograph of this track to demonstrate compliance

with the Pilot Boarding Ground Exclusion Zone. This photograph must be submitted to the Race Director if requested.

C4 Yolla A Gas Field Platform Exclusion Zone

- C4.1. Boats must keep clear of the Yolla A gas field platform.
- C4.2. The area is bounded by the following positions, also shown in the diagram below.
- C4.3. Boats shown to have sailed within the bounds of this obstruction may be protested and penalised at the discretion of the Race Committee.

Mark	Position	Description
YPN	S39° 50.293' E145° 49.084'	Yolla platform - North
YPS	S39° 51.084' E145° 49.084'	Yolla platform - South
YPE	S39° 50.692' E145° 49.584'	Yolla platform - East
YPW	S39° 50.692' E145° 48.598'	Yolla platform - West



Appendix D: Finish

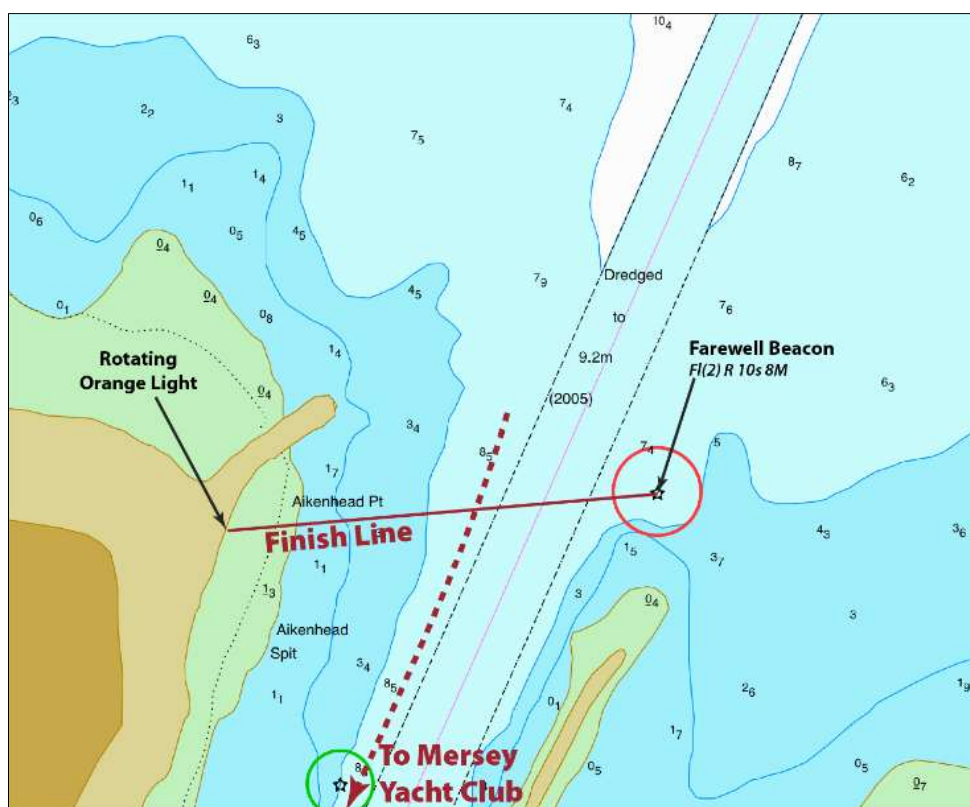
This Appendix describes the finishing line and the post-finishing procedures. Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

D1 Reporting

- D1.1. Boats approaching the finish line must report their position as described in Appendix 10.1 when they are approximately 60 minutes sailing time from the finish line and monitor Channels 73 and 16 continuously after their 60-Minute Report. Another call to the Race Director must be made approximately 5 minutes before the finish as described in Appendix A10.3.

D2 Finishing Line

- D2.1. The finishing line will be an imaginary line approximately 400 metres long at the mouth of the Mersey River between the Farewell Beacon (Fl (2) R 10s 8M) at S41° 09.957' E146° 22.229' on the Eastern side of the river mouth and a rotating orange/yellow light at the inner end of the breakwater on the Western side of the river mouth.
- D2.2. Commercial shipping in the channel takes priority. Boats must keep clear of all commercial shipping (vessels more than 35 metres in length) while in the Mersey River.
- D2.3. Boats must finish by passing through the finishing line in a direction from North to South.



D3 Finishing Procedure

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

D4 Race Declaration

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

D5 Tasmania Entry Procedure

- D5.1. A Notice to Competitors may be issued on or before 1200 on Thursday 30 October providing details of any Biosecurity Tasmania entry requirements and procedures.
- D5.2. In line with normal Biosecurity Tasmania requirements, no fresh fruit or vegetables can be taken ashore.

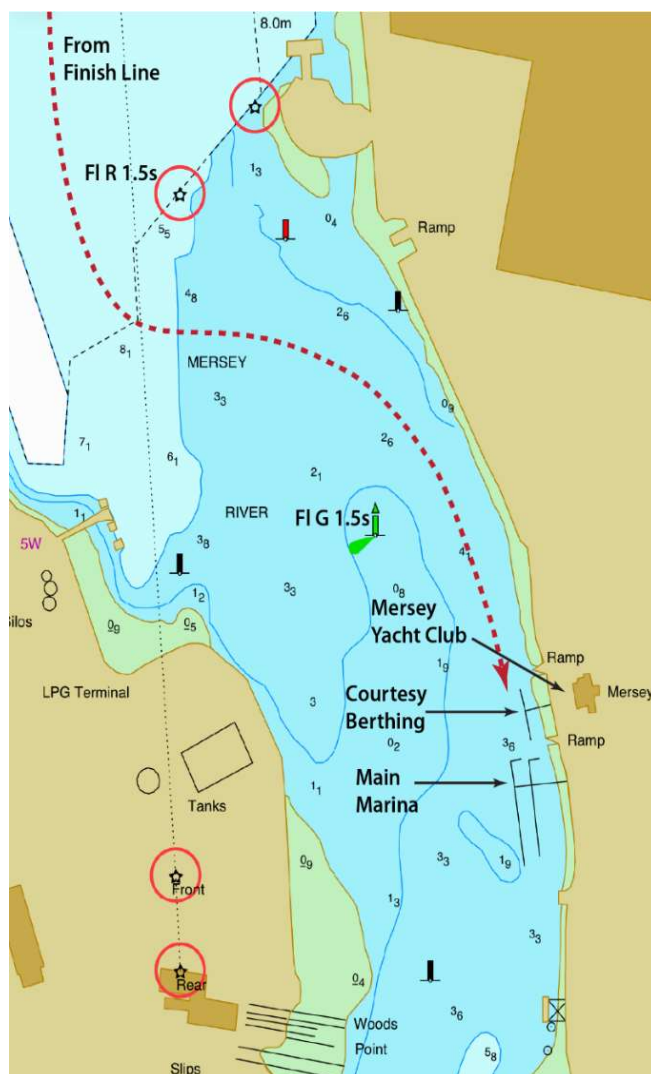
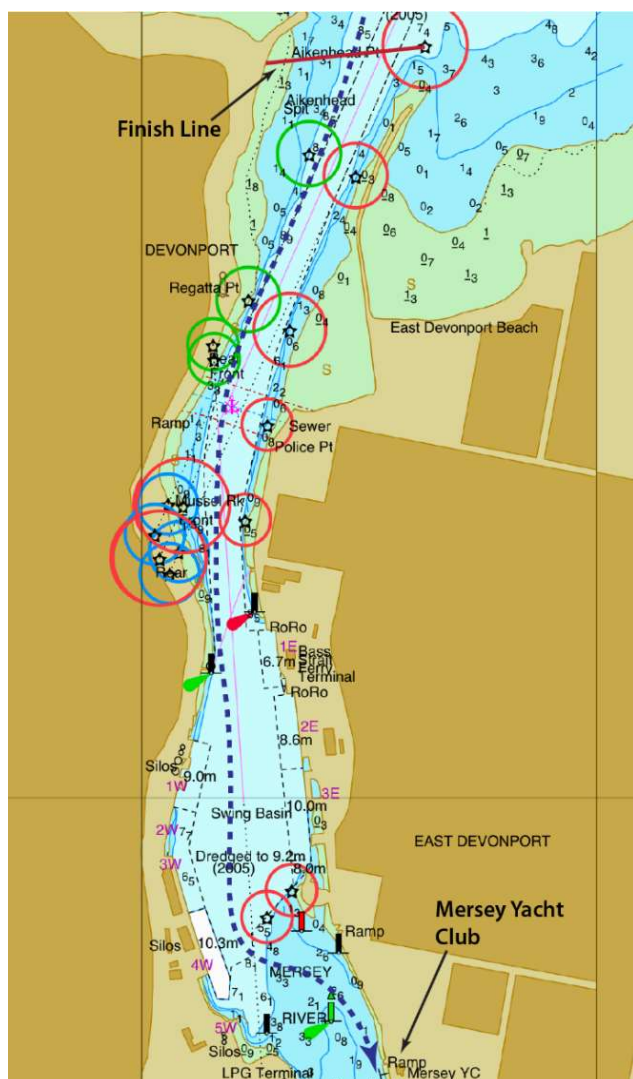
D6 Arrival Information

- D6.1. On arrival and after finishing, boats should proceed up the Mersey River and through the port area to reach the Mersey Yacht Club, as outlined in the annotated diagrams in D8 Mersey Yacht Club Access.
- D6.2. The Mersey Yacht Club may have a guide boat on the water to lead boats from the finishing line up to the club. It is imperative that all boats follow the guide boat crew's orders when following from the finish to MYC as the channels may have shifted and the existing markers could be misleading.
- D6.3. Boats must keep clear of commercial shipping, such as Spirit of Tasmania and Strait Link, while travelling up the Mersey River.

D7 Mooring Facilities

- D7.1. Boats will be able to moor rafting up on the courtesy berth in front of the club or, in the case of larger boats, in the Main Marina.
- D7.2. Boats should have no difficulty getting up to the club, but some deep draught boats may need to wait for the tide if arriving at low water. The MYC guide boat will be able to provide advice on VHF 73.
- D7.3. Club members will direct all boats to an appropriate berth to moor and assist with lines.

D8 Mersey Yacht Club Access



D9 Presentation

Results will be announced at Mersey Yacht Club on Sunday 1 November 2026 or as advised at Devonport by SMS to skippers.

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 Devonport Rudder Cup 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.

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 9.5 Penalty System

Return Voyage

☐ Please tick if you are using the ORCV tracker for the 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:	☐ Yes ☐ 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	