

INAUGURAL KING ISLAND RALLY

DEPARTING PORT PHILLIP

5 MARCH 2021

Organised by the ORCV with the co-operation and assistance of the King Island Boat Club

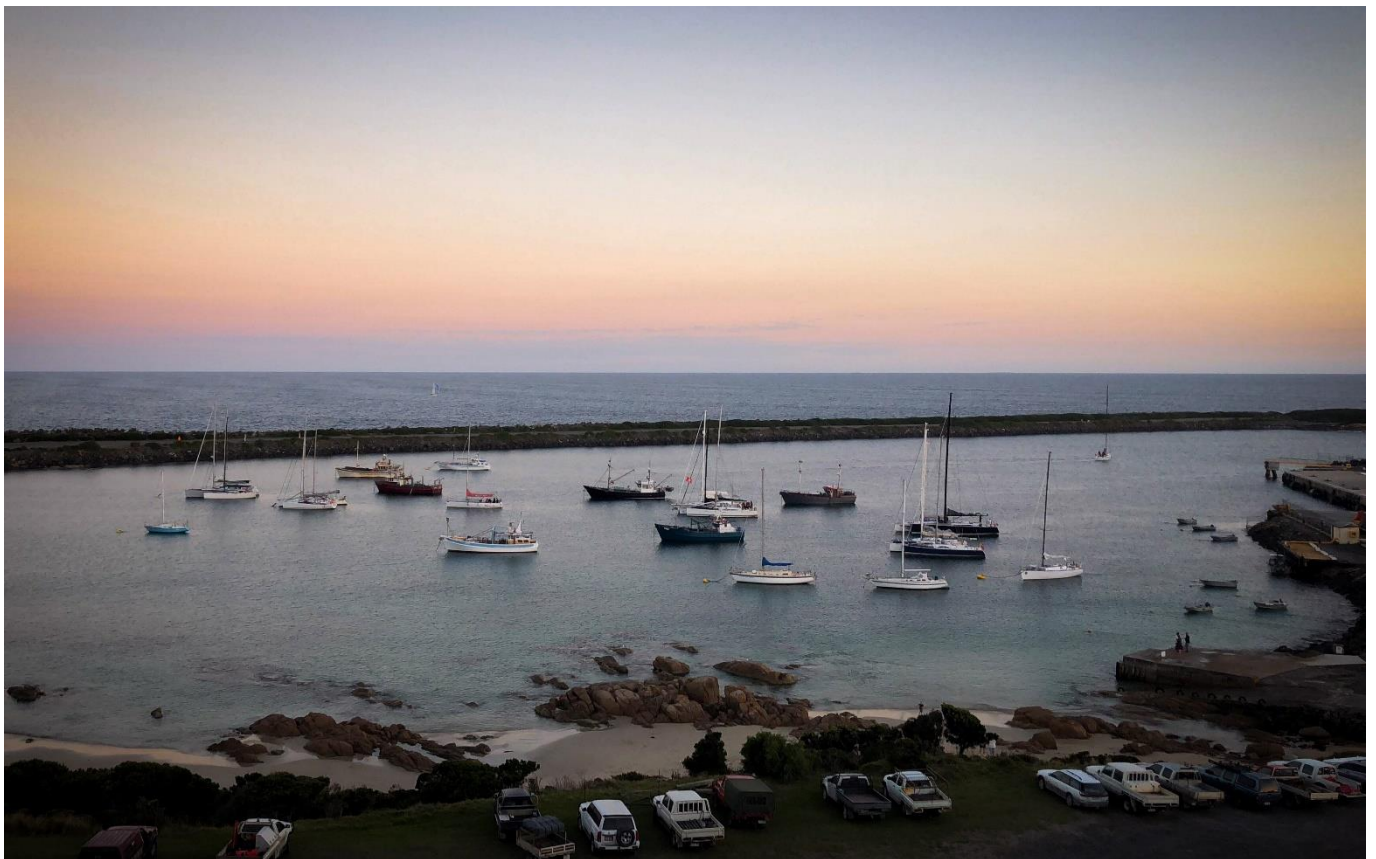


Photo by Paulina Hryniewiecka

A Guide to the Rally and Invitation to Participate

KING ISLAND RALLY

AN INVITATION FROM THE COMMODORE

The ORCV invites suitable ocean-going yachts to join us in a Rally to King Island. The Rally is designed to build confidence through experience for boat owners and their crews, providing a pathway to sailing further afield and in Bass Strait.

The Rally is focused around providing participants with a wonderful experience and as a result will be heavily weather dependent.

Subject to favourable conditions the Rally will depart from Queenscliff in the early evening of 5 March, some 6 hours ahead of competitors in the King Island Race. The Rally fleet will have the support of the ORCV's Race and Incident Management Teams. A well equipped and crewed support boat will chaperone the fleet through Port Phillip Heads and onto King Island and during the return passage, providing advice to new vessels and acting as a central point of communication with onshore backup.

The Rally fleet will muster in the vicinity of Drapers Reef which is between Shortland Bluff and the Queenscliff harbour entrance (Appendix D) before motor sailing out through the heads. The Rally Leader will communicate with Lonsdale VTS on shipping movements and advise the fleet when to begin.

Sheltered moorings and generous hospitality await the fleet on arrival at King Island's Grassy

Harbour. The King Island Boat Club will have a runabout and will guide you to your mooring location and provide a shuttle service between your boat and the club house.

You will enjoy the wonderful hospitality of the King Island Boat Club with BBQ and drinks running late into the night. Many have ventured to King Island just for their famous King Island steak sandwiches.

The next day and weather dependent the Rally fleet will depart, having you back in Melbourne the following day or leave the Rally fleet to stay and explore King Island returning at your own leisure.



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PART 1 - ORGANISATIONAL ARRANGEMENTS

INTRODUCTION

The ORCV's support arrangements for the Rally are designed to provide enjoyable and safe passages to King Island and the return to Melbourne. While some yachts and crews participating in the event will be well tried and experienced, our planning is based on the expectation that for some boats and crews the Rally to King Island may be their first substantial ocean experience.

The Rally organisation features:-

- Advice and assistance for less experienced skippers and crew in their preparation for the event.
- Oversight of both the exit through the Rip and the return passage.
- Provision of yacht trackers to provide continuous monitoring of boat's positions by the Rally Director and rescue organisations if required. The tracking system can also be monitored by partners and family and has emergency SMS capabilities.
- Coverage by the ORCV's race management team which includes shore based radio and Sat phone communications, weather monitoring and an incident management team.
- On water support by the Rally Director who will accompany the fleet in the passages to King Island and Melbourne providing on water communication and support capabilities.
- Regular reporting schedules

However there are also basic safety requirements which need to be satisfied by yachts and their crews. The following section detail eligibility requirements which need to be satisfied prior to acceptance by ORCV of applications to participate in the Rally.

Detailed information relating to the conduct of the event is given in Part B and appendices.

1. YACHT ELIGIBILITY

- 1.1. Yachts participating in the Rally will be required to be both seaworthy and equipped to a standard appropriate for a 100NM passage in exposed water.
- 1.2. Entrants will not be required to lodge documents proving stability and construction standards in accordance with the standard Category 2 race requirements, but the ORCV will conduct an assessment of yachts using sister ship data and other available information. Skippers will also be asked to lodge a declaration that their boat has not been substantially modified since construction and is in good condition. (Appendix A)
- 1.3. Equipment requirements for the Rally are listed in Appendix B. The schedule has been derived from Australian Sailing (AS) requirements for Category 2 Races of extended duration where a high degree of self sufficiency is required but with consideration of the length of the Rally, support arrangements and the conditions in which the event will be sailed. Some of the equipment specified for Category 2 races is not required – eg storm sails, extra tethers, dan

buoys, dual water tanks, barometers – but yachts will need to be equipped with coastal life rafts (in survey), either HF radios or sat phones and EPIRBs. Crew will also need PLBs.

- 1.4. Skippers will be required to lodge a declaration of compliance and the ORCV retains the right to conduct yacht inspections for the purpose of confirming yacht eligibility.
- 1.5. Insurance is required covering legal liability (\$10m) and accidental injury (\$50,000) for the event.

2. CREW ELIGIBILITY

- 2.1. The ORCV will need to be satisfied that the yacht's crew have sufficient experience or training for the event.
- 2.2. Normally we would expect that the skipper and one other member of crew have had significant cruising experience within the past 2 years or, that the crew has significant bay sailing experience supported by current Safety & Survival at Sea qualifications (min 2 persons).
- 2.3. Further details are given in Appendix C

3. APPLICATION TO JOIN THE RALLY

- 3.1. Yachts intending to join the Rally are encouraged to contact the ORCV Office by email (orcv@orcv.org.au) as early as possible as this will assist with event organisation including the provision of assistance with boat preparation if needed.
- 3.2. Applications to join the Rally must be made via the TopYacht online entry system at www.orcv.org.au. This entry system includes a facility for submission of required documentation and crew information.
- 3.3. The closing date for applications to participate in the rally, including submission of all required documentation is 9am Monday 22 February 2021. A list of required documentation is given as Appendix I
- 3.4. The ORCV may, at its sole discretion, accept entries after that date but will not normally do so where a yacht was in a position to join the Rally by the due date.
- 3.5. By joining the Rally the owner of a yacht agrees that the yacht and her crew shall comply with requirements set out in this document.

4. ACCEPTANCE OF ENTRIES

- 4.1. The ORCV retains the right to refuse an application to participate in the Rally based on its assessment of the suitability of the yacht, its equipment and the proposed crew.

5. FEES

- 5.1. The joining fee for this inaugural Rally has been set at \$175 and there is no crew fee.
- 5.2. The joining fee must be paid by credit card via the Top Yacht race entry system. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).
- 5.3. For insurance purposes, all crew must however be a current member of Australian Sailing. Crew who are not paid up members of Australian Sailing and do not have a current Australian Sailing Number will need to purchase an Ocean Pass membership via the ORCV website at a cost of \$60.
- 5.4. Joining Fee Refunds

- Joining fees are refundable in full up to the closure of entries. Joining fee refunds after the closure of entries will be at the discretion of the Rally Leader.
- The joining fee will also be refunded if the Rally does not proceed.

6. TRACKING DEVICES AND AIS

- 6.1. The ORCV will supply tracking devices for use during the Rally and return passage. Arrangements for the delivery and installation of the device will be advised closer to the event.
- 6.2. While the tracker is supplied at no extra charge, the owner or charterer is responsible for any loss of or damage to the unit and for its return to ORCV.
- 6.3. Yachts equipped with AIS transmitters shall operate that equipment at all times during the Rally, this transmission to include the boat's name and MMSI.

7. COVID

- 7.1. The owner of the yacht shall take all reasonable steps to ensure that all of the yacht's crew comply with all applicable Victorian and Tasmanian government health regulations and is responsible for the development and implementation of "Covid Safe" operational procedures/plans appropriate for their yacht and crew.
- 7.2. A Tasmanian entry permit (without quarantine) may be required for each member of crew.

8. DISCLAIMER

While the ORCV is taking considerable care in the organisation of this Rally, all those taking part in the Rally do so at their own risk and responsibility. Crew acknowledge this and release the ORCV and KIBC and their respective officers, employees, volunteers and members, from all liability by entering their names on the crew list.

"The responsibility for a boat's decision to participate in a Rally or to continue sailing is hers alone"

PART B - CONDUCT OF THE EVENT

THIS SECTION AND RELATED APPENDICES DEALS WITH THE CONDUCT OF THE EVENT FROM THE START AT QUEENSCLIFF THROUGH TO THE RETURN TO PORT PHILLIP INCLUDING DETAILED INFORMATION ON MATTERS SUCH AS COMMUNICATIONS AND DESTINATION ARRANGEMENTS.

9. CONFIRMATION OF THE START

- 9.1. The weather outlook and sea condition will be monitored during the week prior to the expected start during the evening of 5 March 2021.
- 9.2. In the event that the outlook suggests that conditions may be unsuitable for the Rally entrants will be forewarned of this possibility by email not later than Wednesday 3 March and kept up to date on subsequent developments.
- 9.3. For general guidance, we advise that we would not expect the Rally to proceed if the fleet is likely to face sustained headwinds above 20-25kn or if major frontal activity is forecast.
- 9.4. The Rally Leader will make a final call on whether the Rally will proceed at 1700 hrs on 5 March 2021.

10. RULES

Sailing in the Rally is governed by the International Regulations for the Prevention of Collisions at Sea. The Racing Rules of Sailing do not apply.

11. LATE CREW CHANGES

The Rally Director must be advised of any late crew changes, including details of any new crew, by SMS or phone (0402 993 808), not later than 2100 hours on 4 March.

12. SIGN ON

- 12.1. A Sign On schedule will be conducted on 5 March starting at 1715hrs and ending not later than 1745 hrs on VHF Channel 82.
- 12.2. Yachts will be called in alphabetical order to confirm that they are starters in the Rally. If intending to sail, yachts must reply "*{yacht name} is a starter, we comply with the Rally safety requirements, {xx} persons on board, OVER*".
- 12.3. Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.
- 12.4. Any yacht failing to Sign On by 1745hrs will not be accepted as a Rally participant.

- 12.5. In case of communication difficulties, yachts should contact the Rally Director by SMS text message on 0402 993 808. Note that radio and Satphone checks will be conducted prior to the event. See Appendix E

13. STARTING PROCEDURE

- 13.1. Following completion of the Sign On yachts must monitor VHF Channel 82 for confirmation of the start time.
- 13.2. Subject to suitable weather and commercial shipping the Rally will start at approximately 2000hrs, some 45 minutes before the start of the ebb tide.
- 13.3. The start time will be confirmed by the Rally Leader at approximately 1915hrs.
- 13.4. Yachts will be asked to assemble between Queenscliff and Drapers Reef (See Appendix D) approximately 30 minutes before the start.

14. HEADS EXIT

- 14.1. Following radio announcement by the Rally Leader, yachts should proceed, in the company of the Rally Leaders boat, past Drapers Reef Mark and through the Rip taking care to remain to the west of the Exclusion Zone detailed in Appendix D.
- 14.2. Yachts are encouraged to motor sail at a boat speed of 6kn from Drapers Reef until they are clear of the exclusion zone.
- 14.3. During the exit, the Rally Leader's Boat shall display a blue ORCV flag.

15. USE OF MOTOR DURING RALLY

Yachts may use their engines during the Rally and are encouraged to do so in light conditions so as to arrive at Grassy Harbour on Saturday before sunset.

16. REPORTING SCHEDULES

The Rally Leader will conduct position reporting schedules at 0630, 1230 and every three hours thereafter on Saturday 6 March 2021. Details of arrangements are included in the Communications Summary given as Appendix E.

17. RETIREMENTS AND EMERGENCIES

It is essential that any yacht retiring from the Rally or otherwise encountering serious difficulties, contacts the Rally Leader by Sat Phone, VHF radio or HF Radio as soon as possible. Procedures are given in Appendix F

18. ENTRY TO GRASSY HARBOUR

- 18.1. Approximately 30 minutes before arrival at Grassy Harbour yachts should call King Island Boat Club on VHF Channel 73 to give notice of their expected arrival.
- 18.2. If King Island Boat Club or ORCV does not respond, yachts should contact the Rally Leader by Sat Phone or on VHF Channel 21.
- 18.3. Details of the entrance to Grassy Harbour are given in Appendix G.
- 18.4. The entrance to the harbour is clearly marked with leads but there are rocks in the vicinity of the breakwater.

- 18.5. King Island Boat Club personnel will direct yachts to moorings and operate a ferry service on and off yachts. They may also be called upon for assistance in the event that skippers experience difficulty with the entrance.
- 18.6. The harbour is used by a commercial supply ship which has absolute right of way. There is an area where anchoring is prohibited.

19. RETURN TO MELBOURNE

- 19.1. The Rally Leader will organise a return to Melbourne "in Company" maintaining reporting schedules and assisting with directions for re-entry to Port Phillip.
- 19.2. Detailed arrangements will be finalised at King Island for an estimated departure on the afternoon of Sunday 7 March.
- 19.3. Yachts may leave the Rally at Grassy Harbour and proceed independently. However, any yacht electing to return to Melbourne on an independent basis must complete the declaration given as Appendix H

APPENDIX A - YACHT CONDITION DECLARATION



Yacht Condition Declaration 2021 Inaugural ORCV King Island Rally

Boat Name.....

I am the owner of the boat and certify to that to the best of my knowledge:-

- No alteration has been made to the hull structure, keel, rudder or engine which would have a material impact on the yacht's stability or structural integrity.
- The yacht has not been involved in groundings requiring repair of the keel fastenings, structure or bulb.
- Ballast has not been moved or its weight changed.

I also confirm that the rigging on this yacht is less than 12 years old and that the engine and equipment are in serviceable condition.

Signed..... Dated.....

APPENDIX B - EQUIPMENT AUDIT FORM



Equipment Checklist for ORCV King Island Rally

Boat Name & Sail Number

Skipper

The reference given in Column 1 refers to requirements specified in the Australian Sailing Special Regulations

Reference	Requirement – compliant with relevant AS Special Regulations where nominated	Status (tick or cross)
	All equipment functions and is adequate for intended use	
	Crew are trained in the use of all safety equipment (especially MOB, EPIRBs and PLB)	
	Ballast and all heavy equipment is secured	
	2 exits from cabin, one forward of mast	
	Hatches open outwards and are above water when heeled 90 degrees	
7.03.3 - 4	Companionway blocking device, secured with lanyard, capable of being secured with hatch open or shut.	
	Self draining cockpit	
3.12	Lifelines taut, bow pulpits closed or with gap of less than 360mm, Lifelines of correct height (600mm)	
3.12& 3.14	Lifelines, stanchions and pulpits provide effectively continuous deck barrier.	
	2 bilge pumps of which 1 may be electric. Manual pumps to have handles attached	
	Bilge pumps suction bore at least 25mm with accessible strum boxes, discharging direct to sea or open cockpit.	
3.21.1	2 magnetic compasses – one installed	
3.23	Compliant nav lights plus emergency nav lights	
	Installed VHF Radio with masthead antenna and spare antenna	
	Waterproof handheld VHF	

	HF radio or Satphone. Satphone must be capable of being recharged during trip, capable of being operated above or below decks, securely attached to yacht and have demonstrated speed dialling capability.	
4.03.1 - 2	Securely fastened jackstays, clipping points for crew positioned in a manner which allows crew to be clipped on before leaving cabin, in cockpit and when moving to deck.	
3.09.1	Seacocks with plugs	
3.11	Keel stepped masts must be securely fastened	
	Toilet	
	Secure bunks with lee cloths for 50% of crew	
3.17.1 - 7	Suitable galley facilities with stove, appropriate fuel, gas storage & signage.	
3.19.1	Handholds below decks	
3.24.1	Inboard engine, tanks, fuel exhaust system permanently installed	
3.24.8 -9	Compliant fuel tanks, fuel tank shut off cock & fuel lines	
3.26	Sealed batteries, properly secured	
4.11	Permanently installed GPS with MOB button, and handheld GPS	
4.12 – 4.13	Depth sounder and log	
	Permanently installed chart plotter or nav station including paper charts and plotting equipment	
Other Portable items		
3.18.4	Emergency water	
	2 buckets with lanyard	
4.04	2 fire extinguishers and fire blanket	
4.05	2 Anchors, chain and warp meeting AS standards	
4.06.1	2 water proof flashlights and spotlight with spare bulbs unless LED	
4.07	First aid manual and Category 3 medical kit (excludes prescription items, nitrolingual spray, syringes and splints)	
4.08 & 9	AIS recommended, fog horn required if no AIS	
4.10.2	Collision Regs, hardcopy or electronic	
4.14	Emergency tiller if wheel steered and alternative steering method if rudder lost.	

4.15	Adequate tools and spares including method of cutting rigging, knife in cockpit.	
4.16	Markings (boat name or personal owner) on all buoyant equipment	
4.17	Retroreflective tape on lifebuoys, slings, rafts, danbuoys etc	
4.18	GPS capable, registered, 406MHz EPIRB	
4.19	Life raft - in survey, suitably secured to boat and capable of launch within 15 seconds	
4.21	2 life buoys including drogues and strobe lights	
4.22	Flares and rockets within certified life (4 orange, 4 red and 2 white flares plus 4 rockets)	
	Trysail or mainsail reefing to 50% of luff height	
	Heavy weather jib of compliant size, with means of attachment to forestay independently of luff grooves or self furling headsail	
4.27	V distress sheet	
4.28.1	Stowage chart, displayed	
5.01 - 03	One life jacket per crew member plus one spare including a personal strobe light, safety harness, crutch straps, whistle and reflective tape.	
5.05	1 406 MHz personal locator beacon (PLB) per crew member, registered and in service	

Skipper's Declaration

I confirm that the equipment identified above has been checked, complies with the applicable AS Special regulations (as specified in the reference column) and will be retained on board the yacht for the duration of the Rally

Signed.....

Dated.....

APPENDIX C – CREW ELIGIBILITY

CREW MUST COMPLY WITH THE REQUIREMENTS LAID OUT IN THIS APPENDIX TO BE CONSIDERED ELIGIBLE TO JOIN THE RALLY .

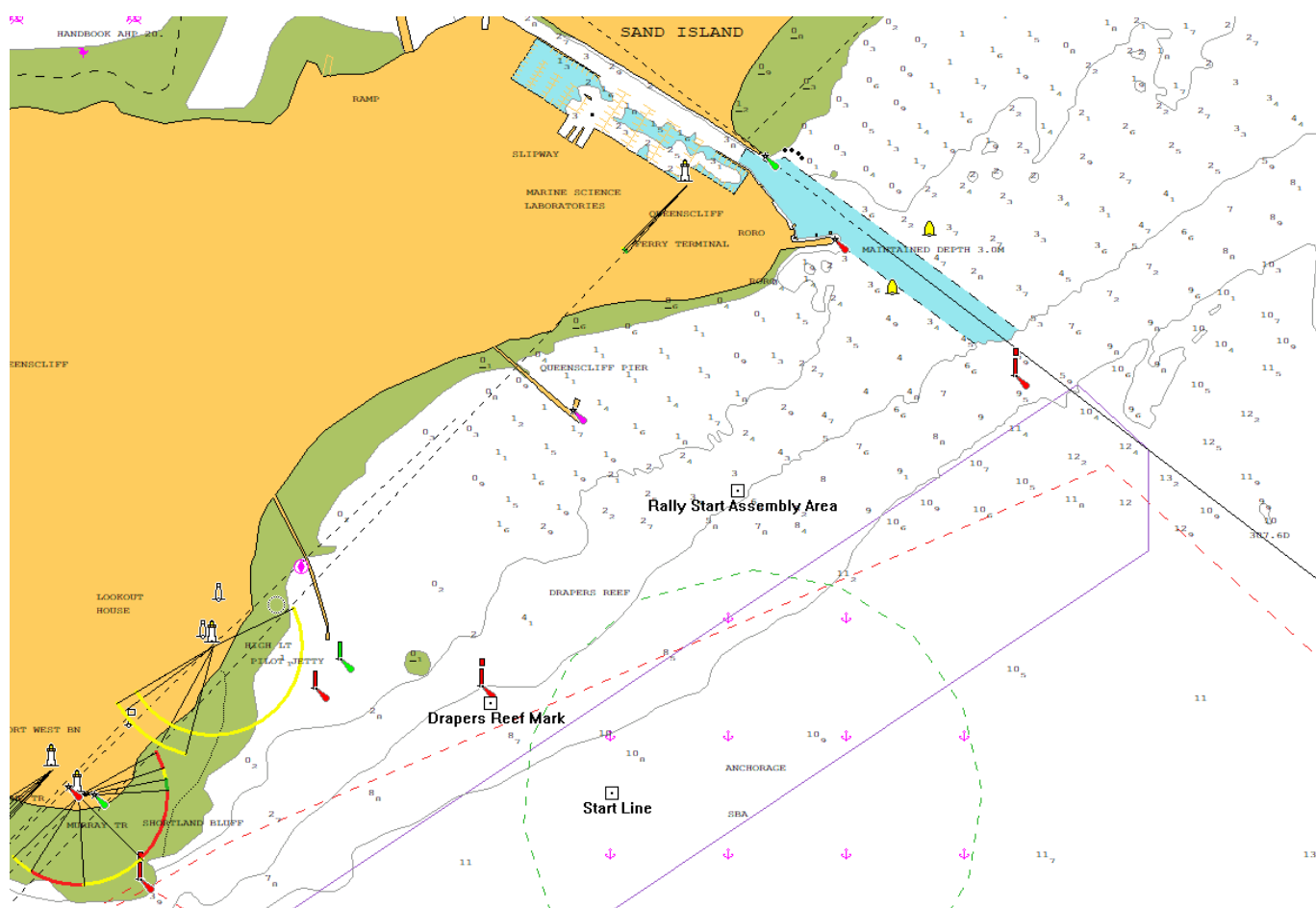
Check	Category	Requirements
	Membership	All persons sailing shall be “paid up “members of a AS-affiliated club or an international equivalent. Active AS numbers covering that membership, or their international equivalents, must be included on the crew list. If needed the ORCV is able to supply an Ocean Pass at a cost of \$60 which confers Australian Sailing temporary membership.
	Age	The minimum age of any person on board is 16 years unless accompanied by a parent, with a majority of the crew being of a minimum age of 18 years. Crew aged between 16 and 18 years must provide evidence to the Sailing Office demonstrating past sailing experience. The Rally Leader may, at his absolute discretion, refuse to allow any crew members aged between 16 and 18 years of age to participate in the Rally .
	Experience	As indicated in clause 2, the ORCV will need to be satisfied that the Yacht’s crew have sufficient experience and training to safely complete the event. For the yachts sailing double handed, both crew members must be accepted by ORCV as sufficiently experienced and qualified.
	Safety & Survival at Sea Training	SSSC training is recommended and may be required where a yacht’s crew has limited offshore experience.
	First Aid	At least one crew member on a yacht shall hold an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner.
	Radio	For yachts using HF radios, at least one crew member on the yacht shall hold a <i>Long-Range Operator Certificate of Proficiency (LROCP)</i> or higher qualification issued by a relevant authority. Copies of the crew member’s Certificate or other qualification shall be provided.
	Double Handed	For the double-handed yachts, both crew members must be over 18 years of age, have completed a AS SSSC or an ORCV approved equivalent and hold an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner.

APPENDIX D - START AREA AND EXCLUSION ZONE

The diagrams below showing the location of the start area and the ORCV Heads Exclusion Zone are provided for trip planning but should not be used for navigation purposes.

START AREA

Location of the Drapers Reef Mark, Start Line and the Rally Start Yacht Assembly Area



Tidal Streams through the Rip

The Rip, VIC – March 2021

PRINT TABLE

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

FRI 5 MAR

SLACK

MAXIMUM

TIME

TIME

RATE

2:03 am

4:38 am

+3.93

7:39 am

10:25 am

-6.40

2:36 pm

5:16 pm

+4.34

8:47 pm

11:19 pm

-4.94

SAT 6 MAR

SLACK

MAXIMUM

TIME

TIME

RATE

2:43 am

5:16 am

+3.76

8:14 am

11:02 am

-6.44

3:20 pm

6:01 pm

+4.24

9:40 pm

SUN 7 MAR

SLACK

MAXIMUM

TIME

TIME

RATE

12:07 am

-4.54

3:23 am

5:55 am

+3.53

8:50 am

11:41 am

-6.24

4:05 pm

6:47 pm

+4.06

10:35 pm

MON 8 MAR

SLACK

MAXIMUM

TIME

TIME

RATE

12:57 am

-4.09

4:04 am

6:37 am

+3.23

9:30 am

12:26 pm

-5.84

4:52 pm

7:39 pm

+3.82

11:34 pm

TUE 9 MAR

SLACK

MAXIMUM

TIME

TIME

RATE

1:51 am

-3.64

4:50 am

7:25 am

+2.82

10:18 am

1:18 pm

-5.30

5:45 pm

8:38 pm

+3.57

WED 10 MAR

SLACK

MAXIMUM

TIME

TIME

RATE

12:39 am

2:52 am

-3.20

5:50 am

8:32 am

+2.31

11:16 am

2:22 pm

-4.72

6:48 pm

9:46 pm

+3.39

THU 11 MAR

SLACK

MAXIMUM

TIME

TIME

RATE

1:51 am

4:04 am

-2.92

7:18 am

10:09 am

+1.97

12:33 pm

3:39 pm

-4.23

8:01 pm

11:01 pm

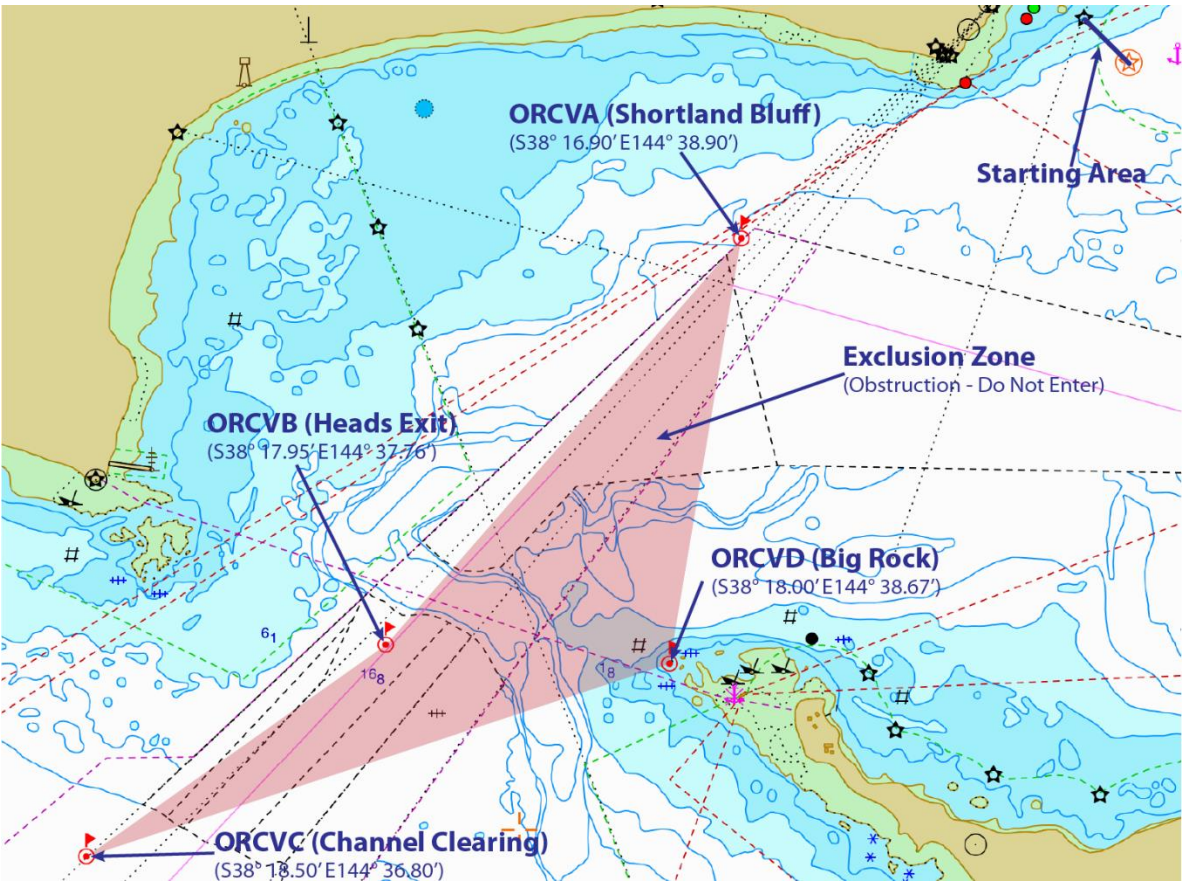
+3.36

HEADS EXCLUSION ZONE

When departing through the Heads yachts are required to keep out of the main shipping channels and to avoid obstructing shipping.

The area bounded by the following locations and shown in the diagram below, is a designated “no go” zone.

Mark	Position	Description
ORCVA	S38° 16.90' E144° 38.90'	Shortland Bluff
ORCVB	S38° 17.95' E144° 37.76'	Heads Exit
ORCVC	S38° 18.50' E144° 36.80'	Channel Clearing
ORCVD	S38° 18.00' E144° 38.67'	Big Rock



APPENDIX E - RALLY COMMUNICATIONS

COMMUNICATIONS SUMMARY

Date	Time	Action	Channel	Station
February	By Arrangement	Pre Race Radio checks		Rally Leader
4 March	2000-2100	Late Crew Changes	0402 993 808	Rally Leader
5 March	1700	Confirmation that Rally will proceed	SMS to skippers	
5 March	1715 - 1745	Sign-On Schedule	VHF Channel 82	Rally Leader
5 March	1745 until start	Monitor Advice of expected start time Call for yachts to assemble for start Announcement of start	VHF Channel 82	Rally Leader
6 March	0630	Position Report	Satphone SMS HF radio	TBA Ocean Racing
6 March	1230	Position Report	Satphone SMS HF radio	TBA Ocean Racing
6 March	1830 (and each three hours thereafter until last yacht arrives)	Position Report	Satphone SMS HF radio	TBA Ocean Racing
6 March		Grassy Harbour 30 minutes to arrival advice	VHF Channel 73 (see para 18)	King Island Boat Club Tender
Berthing		Post Arrival	VHF Channel 73	King Island Boat Club Tender

20. GENERAL

20.1. It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules.

20.2. In addition, to maintain communication capabilities

- Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels; and.
- Yachts using Satphone must leave them on at all times and monitor and answer

them when called. This may require provision of a charging facility.

21. KEY CONTACTS

Number	Usage
0402 993 808	Rally Leader Mobile
TBA	Rally Leader Satphone
0418 396 465	ORCV Race Team Shore Support

22. RADIO FREQUENCIES (HF POSITION REPORTING)

Frequency	Usage
2284kHz	Primary Frequency
4483kHz	Secondary Frequency ORCV shore station

ORCV support team by all available means including:-

- Via VHF Channel 16 calling the Rally Leader or via other yachts in the vicinity
- Using the SMS capability of the Tracker devices.
- Satphone or HF calls to the ORCV shore station .

See Appendix F for further details

23. HF POSITION SCHEDULES

- 23.1. For yachts using HF radios, position schedules will be conducted by the Rally Leader, or if required the ORCV shore station.
- 23.2. Yachts will be called on the primary frequency in alphabetical order and should report their position in degrees and the nearest whole minute of latitude and longitude.

In the event that no call is received within 5 minutes of the scheduled reporting time, yachts should switch to the secondary frequency.

24. SATPHONE POSITION SCHEDULES

- 24.1. Yachts using satellite phones will send their position reports to the Rally Leader Satphone by SMS message within 5 minutes of the Position Reporting Time.
- 24.2. The SMS message used to report positions will have the following format:

Pos {Yacht} {SN}, {dd mm ddd mm}, {dd mm ddd mm}

where {Yacht} is the yacht's name, {SN} is its sail number, the first {dd mm ddd mm} is the actual position and the second {dd mm ddd mm} is the estimated position, in each case where {dd mm ddd mm} is the degrees and minutes of latitude and longitude at the appropriate time.

25. FAILURE TO REPORT POSITION

- 25.1. In the event that a yacht fails to report its position and the Rally Leader cannot, within a reasonable time, locate the position of the yacht by other means, the Australian Maritime Safety Authority will be informed and search and rescue procedures may be initiated.
- 25.2. It is therefore important for skippers to make every effort to contact the Rally Leader or the

APPENDIX F - RETIREMENTS AND EMERGENCIES

26. YACHTS RETIRING

26.1. Should a yacht retire from the Rally, every effort must be made to advise the Rally Leader or the ORCV Race Team Shore Support by SMS or 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 yacht is retiring.

26.2. Yachts that retire shall maintain their routine position reporting schedules until such time as they reach a safe harbour.

26.3. Within two hours of arrival at a safe harbour, contact must be made with the Rally Leader or ORCV Race Team Shore Support to confirm safe arrival.

27. REPEATER NETWORK

VHF repeaters provide coverage for much of the Rally area as shown in the map below.

Although these repeaters are not continuously monitored, they may be used to contact a number of shore stations listed in the following table.

Location	VHF	Monitored By
Arthurs Seat	82	Coast Guard Melbourne
Cape Otway	80	Coast Guard Melbourne
Three Hummock Island	21	Smithton Radio (CG Smithton) Burnie Radio

28. DISTRESS (HF)

In the Rally area, the distress frequencies HF 4125, 6215, 8291 and 12290 kHz are monitored by Charleville Radio (VMC). In addition, Tas Marine Radio (TMR) monitor the first three but not 12290 kHz. Any distress call will be handled by the closest station with the best radio reception.

29. WEATHER

Regular broadcasts of weather forecasts are made by Charleville Radio (VMC) as follows:

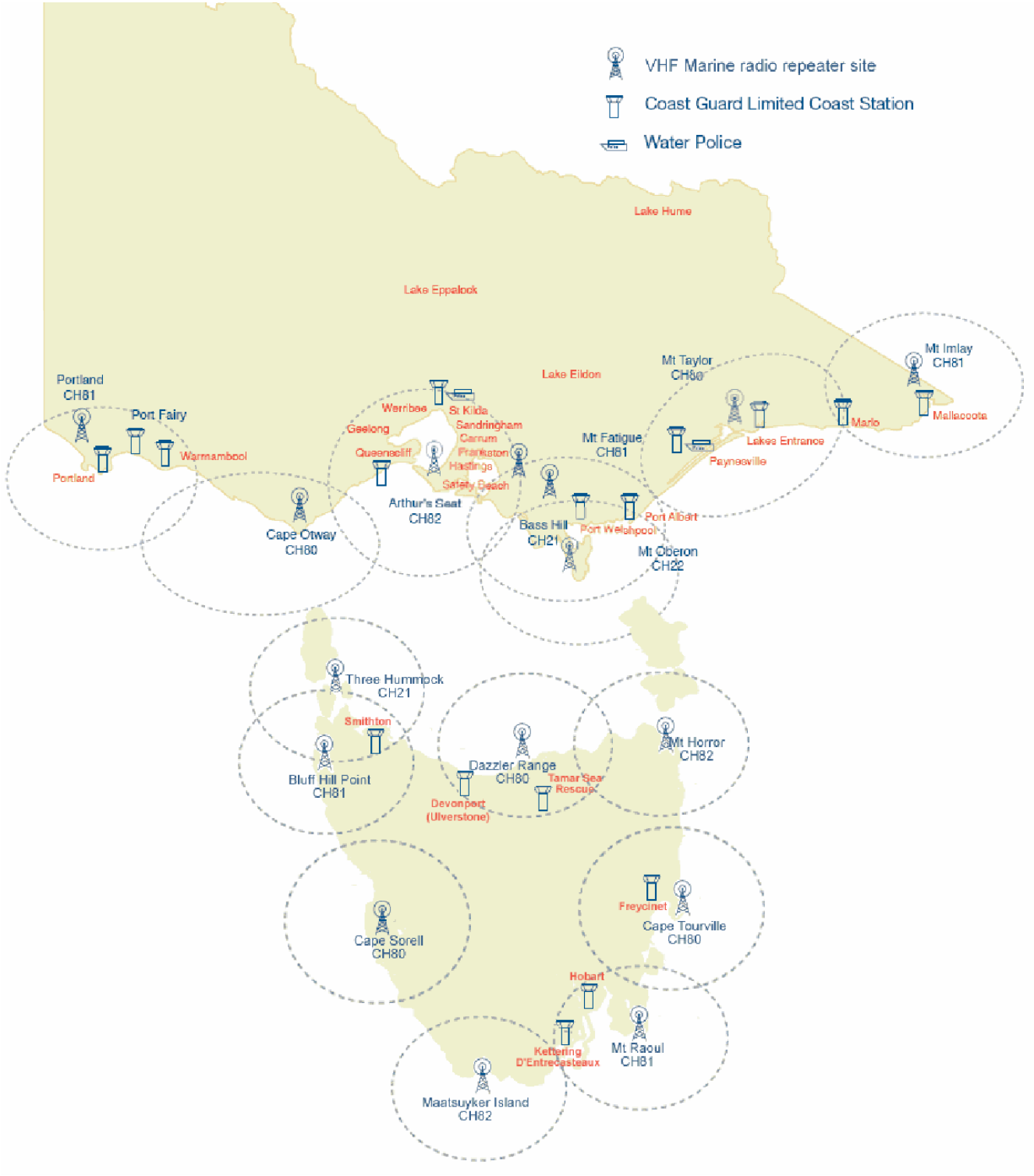
Period	Frequencies
Day: 0700-1800	HF 4426, 16546 kHz
Night: 1800-0700	HF 2201, 6507 kHz
Anytime	HF 8176, 12365 kHz

Times are for 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

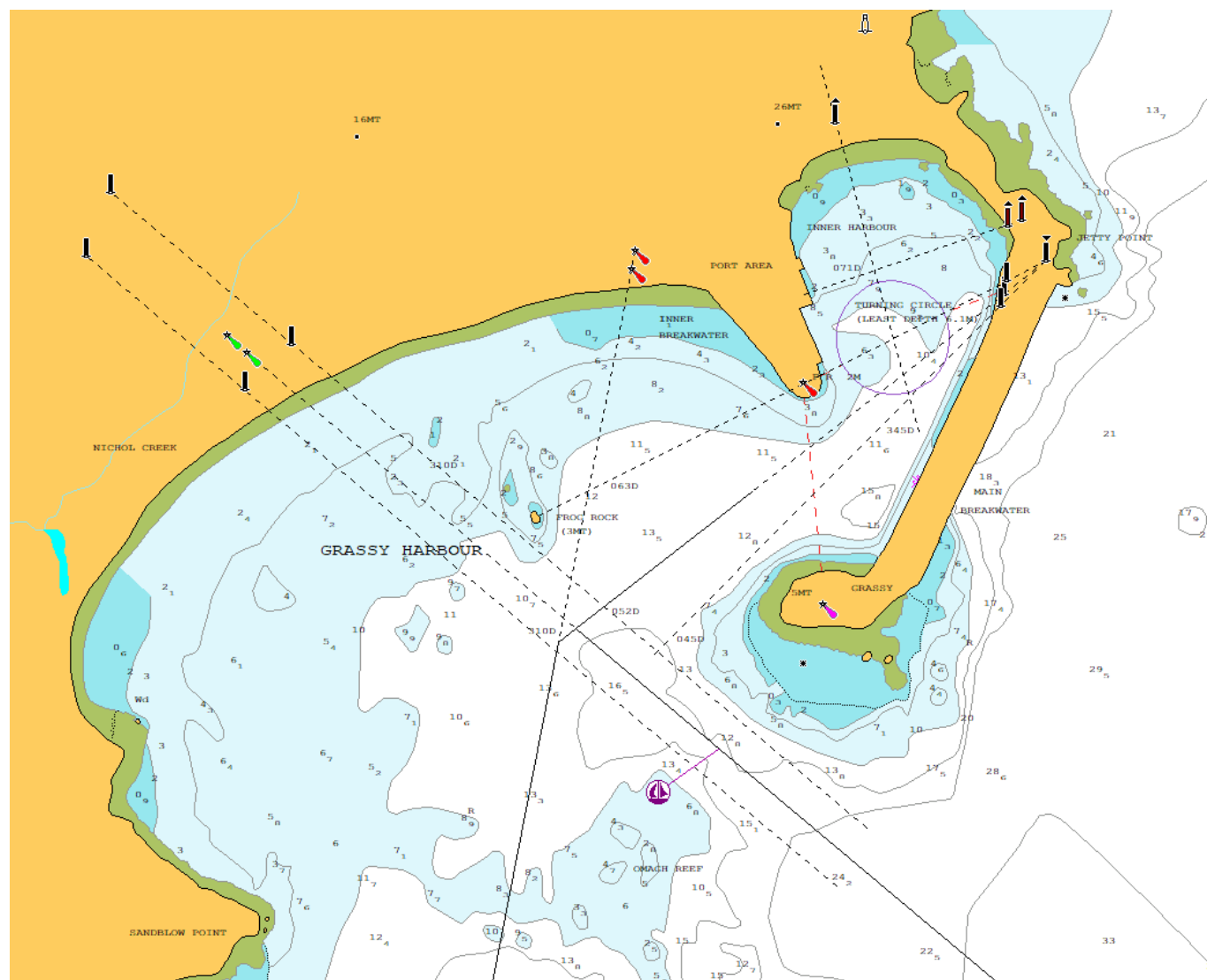
For more information and a complete schedule see www.bom.gov.au.

REPEATER NETWORK



APPENDIX G - ENTRANCE TO GRASSY HARBOUR

THIS DIAGRAM BELOW SHOWING THE ENTRANCE TO GRASSY HARBOUR IS PROVIDED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION PURPOSES.



Tides at Grassy

King Island (Grassy), TAS – March 2021							PRINT TABLE
Please note: The predictions are in daylight saving time when it is observed.							
FRI 5 MAR	SAT 6 MAR	SUN 7 MAR	MON 8 MAR	TUE 9 MAR	WED 10 MAR	THU 11 MAR	
HIGH 4:23 am 1.41 m	HIGH 4:55 am 1.33 m	HIGH 5:29 am 1.24 m	LOW 12:33 am 0.76 m	LOW 1:49 am 0.84 m	LOW 4:08 am 0.89 m	LOW 6:11 am 0.84 m	
LOW 10:23 am 0.16 m	LOW 10:56 am 0.13 m	LOW 11:32 am 0.15 m	HIGH 6:05 am 1.15 m	HIGH 6:52 am 1.07 m	HIGH 8:06 am 0.99 m	HIGH 9:56 am 0.96 m	
HIGH 5:28 pm 1.53 m	HIGH 6:20 pm 1.49 m	HIGH 7:16 pm 1.43 m	LOW 12:16 pm 0.22 m	LOW 1:11 pm 0.33 m	LOW 2:33 pm 0.45 m	LOW 4:49 pm 0.51 m	
LOW 11:05 pm 0.59 m	LOW 11:45 pm 0.67 m		HIGH 8:19 pm 1.37 m	HIGH 9:30 pm 1.32 m	HIGH 10:50 pm 1.31 m		

APPENDIX H - RALLY DECLARATION

Declaration

I, [Person in charge], being in charge of the yacht [Yacht name] advise that I am leaving the Rally and am now proceeding on an independent basis. Details of my ongoing voyage are given below.

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: Tel:
Shore Radio Station with which the yacht will maintain position schedules	<i>Note: Returning yachts are required to maintain position schedules until they have re-entered Port Phillip</i>
Same crew as for Rally	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below

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 396 465.

Signed: [Person in Charge] [Date]

APPENDIX I - ENTRY DOCUMENTATION

THE DOCUMENTATION LISTED BELOW MUST BE SUPPLIED BY 22 FEBRUARY 2021.

Check	Documentation	Notes
	Owners declaration of boat condition	Appendix A
	Crew List (Online), correctly and fully completed with all associated personal details. Boats are responsible for its accuracy and currency.	
	A summary of relevant crew experience	
	A completed equipment audit form (signed by skipper).	Appendix B
	Details, on Top Yacht, of crew members holding Australian Sailing Safety and Sea Survival Course Certificates (or acceptable equivalents, including the relevant expiry dates.	
	HLDT003 Provide First Aid Certificates or acceptable equivalents.	
	Long-Range Operator Certificate of Proficiency (LROCP) or acceptable higher qualification where a yacht intends to communicate by HF Radio. Submitting the certificate number online is sufficient.	
	406 EPIRB Certificate(s) or evidence of registration and currency	
	Insurance documentation confirming details of cover. .	
	A recent colour photograph of the yacht under sail suitable for search and rescue purposes - size not less than 6cm by 6cm with a resolution not less than 75 DPI.	
	For yachts using a satellite phone, the phone number for the satellite phone must be lodged with the Office by email by 28 February and confirmed with the Rally Leader during the phone check.	