

Sailing Instructions

2017 Melbourne to Hobart "Westcoaster" Yacht Race

ORCV 2017-2018 Sovereign Series

WESTCOASTER

MELBOURNE - HOBART
ORCV OCEAN RACE

V1.10

AMENDMENTS

Number	Instructions Changed	Summary of Amendment
#1 (V1.10)	Appendix C Appendix D	Yachts to SMS photo of chart plotter showing Heads exit track. Updated diagram to show correct mooring location.

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All enquiries to:

Ocean Racing Club of Victoria
3 Aquatic Drive
ALBERT PARK VIC 3206
Australia

SAILING INSTRUCTIONS

THE 2017 MELBOURNE TO HOBART “WESTCOASTER” YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP, BASS STRAIT, THE WEST AND SOUTH COASTS OF TASMANIA (SOUTHERN OCEAN), STORM BAY AND THE DERWENT RIVER. THE RACE IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) INC WITH THE CO-OPERATION OF THE DERWENT SAILING SQUADRON.

1. RULES

- 1.1 The rules for the race shall be:
- the 2017 – 2020 Racing Rules of Sailing (RRS) of World Sailing (WS),
 - the Prescriptions and Special Regulations of Australian Sailing (AS),
 - the Special Regulations of the Ocean Racing Club of Victoria (ORCV),
 - as applicable the rules and regulations of the Australian Measurement System (AMS), and the IRC Rules Parts A, B and C shall apply, and
 - the Notice of Race,

except as amended by these Sailing Instructions.

- 1.2 All times in these Sailing Instructions are Australian Eastern Daylight Time (AEDT) unless otherwise stated.
- 1.3 Between the hours of Sunset and Sunrise, RRS 10 to 22 inclusive shall cease to be applicable, and shall be replaced by the International Regulations for the Prevention of Collision at Sea.
- 1.4 For the purpose of this race, the times of Sunrise and Sunset shall be as follows:
- Sunrise: 0558
 - Sunset: 2047

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the club website www.orcv.org.au.
- 2.2 Notices may be posted on the Regatta Notice Board at Blairgowrie Yacht Squadron on 26 & 27 December 2017.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions will be posted on the ORCV website before 0900 on the day of the race.

- 3.2 Amendments to the Sailing Instructions shall also be advised to competitors at the Race Briefing or by radio as detailed in *Appendix A Radio Communication*.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the flagstaff in front of the Blairgowrie Yacht Squadron clubhouse.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 3 hours' in the race signal AP.

5. CLASS FLAG

The Class Flag for all divisions and classes will be the ORCV Burgee.

6. THE START

- 6.1 Start time will be 1430 on 27 December 2017 in the vicinity of the Portsea Pier, always allowing the Race Committee at their discretion to postpone to another time.
- 6.2 The Starting Line will be as described in *Appendix B Starting Line*.
- 6.3 Races will be started in accordance with RRS 26, except that flares will be used in lieu of some sound signals. Times shall be taken from the flag signals; failure of the flare or sound signals shall be disregarded.

1425 Warning Signal
ORCV Burgee displayed, White flare

1426 Preparatory Signal
Code flag P displayed, White flare

1429 One Minute Signal
Code Flag P removed, Long horn sound

1430 Starting Signal
ORCV Burgee removed, Green flare

- 6.4 Individual recalls shall be signalled by displaying Code Flag 'X' and, in addition, one white flare may be fired. Premature starters may be identi-

fied on VHF Channel 12 (See *Appendix A Radio Communication*). There will be no General Recall. This amends RRS 29.1 and 29.2.

- 6.5 For the purpose of premature starters returning to start correctly or late starters arriving in the start area, if the committee vessel is no longer on station at the starting line, the crowding buoy shall be deemed to mark the starboard end of the starting line.
- 6.6 Postponements will be signalled by displaying the Answering Pennant and one white flare may be fired. An announcement may be made on VHF Channel 12 (see *Appendix A Radio Communication*). This amends RRS 27.3.
- 6.7 One minute before the postponed starting sequence commences, the Answering Pennant will be lowered and one white flare may be fired. This amends RRS 27.3.
- 6.8 Yachts may elect to start at any time up to 12 hours after the start signal. Yachts intending to take this option shall respond when called at the pre-race sign on schedule and state their intentions. They shall subsequently respond to all routine schedules in accordance with the provisions of the Sailing Instructions.

7. THE COURSE

The course shall be as described in *Appendix C Course*.

8. THE FINISH

- 8.1 The finishing line will be as described in *Appendix D Finish*.
- 8.2 Yachts approaching the finish line are required to report their positions as described in *Appendix A Radio Communication*.
- 8.3 Yachts finishing at night are required to illuminate their sail number on the port side when approaching the finishing line. The race committee may request further aids to identification as yachts approach the line.
- 8.4 Unless circumstances prevent it, the finishing times of all yachts will be taken by the race committee at the finish but as a back-up, skippers are requested to record their own finishing times, accurate to 1 second, and to inform the race committee of this time if requested.
- 8.5 Each yacht is required to lodge a declaration on the form provided in *Appendix E Race Declaration*

with an official of the ORCV or Derwent Sailing Squadron within 12 hours of the yacht finishing the race. Failure to comply shall be taken to mean that the yacht has retired from the race.

- 8.6 If a skipper is uncertain as to whether a rule has been breached, the circumstances should be recorded on the back of this declaration form.

9. PROTESTS AND REQUESTS FOR REDRESS

- 9.1 Protests or requests for redress are to be lodged with the Race Director or a race official at the Derwent Sailing Squadron within 12 hours of the yacht's finishing time.
- 9.2 Yachts intending to protest or request redress must inform the Race Director in person or by radio giving any details as may be known at the time with their declarations, on the form or by radio.
- 9.3 Protests or requests for redress will be heard at the Derwent Sailing Squadron in Hobart, as soon as practical after, but no sooner than 12 hours after, the yacht has finished.
- 9.4 The date, time and venue for a protest hearing will be the posted at the Race Control Centre at the docks and on the Notice Board at the Derwent Sailing Squadron at least 4 hours before the hearing.
- 9.5 All requests for redress involving the official time sheet must be submitted within 4 hours of posting the results.
- 9.6 The protest committee shall not be entitled to abandon the race as a consideration for redress (This amends RRS 64.2).

10. PENALTY SYSTEM

- 10.1 If, after a protest and hearing, a yacht is found to have infringed a rule, the protest committee may disqualify or otherwise penalise the yacht in accordance with the provisions of RRS 64.
- 10.2 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.
- 10.3 RRS 44.2 - A Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Port Phillip.
- 10.4 RRS 44.3 - A Scoring Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.

10.5 The following penalties may 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.

10.6 All penalties will be noted on the times sheet and shall be applied to finishing times. Yacht positions will be adjusted after penalties are applied. (This complements RRS 64.1 and amends RRS 44.3).

11. SCORING

11.1 Scoring will be as described in the Notice of Race.

11.2 This race is Race 2 of the Sovereign Series. Eligible yachts will receive points according to the Notice of Race for each event in this series.

12. SAFETY REGULATIONS

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

12.2 Yachts shall 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 Port of Melbourne Corporation *Harbour Master's Directions*. Ships are restricted in their ability to manoeuvre while entering Port Phillip and yachts should take any necessary avoiding action early.

In the event of avoiding action becoming necessary, a yacht 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.

A yacht that takes such action shall return to the position at which the engine was started, 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.

12.3 Attention is drawn to Rule 9 (a) and Rule 9 (b) of the International Regulations for Preventing Collisions at sea, 1972, and yachts shall hold to any course and directions described during the pre race shipping advice. Yachts deemed to have impeded the progress of a commercial vessel will be disqualified.

12.4 The ORCV strongly recommends that safety harnesses and suitable personal flotation devices be worn whenever conditions warrant, particularly in rough weather, at night, or when sailing short handed.

In particular, attention is drawn to Victorian regulations which stipulate the mandatory wearing of PFDs when on deck during times of heightened risk. This includes crossing a bar, transiting the Heads (classified as a bar), sailing at night and when the weather or weather forecast indicates risk. For full details, consult the Transport Safety Victoria website (www.transportsafety.vic.gov.au).

12.5 A yacht or equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.

12.6 The Race Director may, at his absolute discretion, disqualify a yacht from participating or continuing to participate in the race if he believes that it is unsafe for that yacht to commence or continue to race.

12.7 A Return Voyage Plan must be submitted as part of the Declaration at *Appendix E Race Declaration*.

13. UNSUITABLE CONDITIONS

13.1 After commencement of the race, the race can be terminated at the race director's discretion.

13.2 The race organising authority may deem the race to be abandoned, rescheduled at another time or deemed to be shortened.

13.3 Prorated positions may be used to determine a result for the race and/or for any series.

13.4 Terminating the race will be advised by radio communications as available.

14. RADIO COMMUNICATION

14.1 A yacht shall neither make radio transmissions while racing nor receive radio communications not available to all yachts. This restriction also applies to mobile telephones and satphones.

14.2 Radio communications procedures are detailed in *Appendix A Radio Communication*.

14.3 It is compulsory for all yachts to respond to all scheduled radio communications, including the Pre-race Sign-on Schedule, the Routine Position Schedules, the Mandatory Reporting Schedule and all Finishing Schedules as described in *Appendix A Radio Communication*.

14.4 Failure to sign on at the pre-race schedule shall result in the yacht being scored DNS.

14.5 Yachts must not interfere with operation of any tracking units.

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 yacht as an entrant in the race is not to be taken as express or implied acceptance on the part of any Sponsor, the ORCV, the DSS and/or any of their Flag Officers, Committee, Equipment Auditors or any other members, of the fitness of any yacht or any equipment on such yacht to safely compete in the race, and/or deal with any and all eventualities of the contemplated passage. It is the responsibility of each skipper of each competing yacht to decide whether his/her yacht 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 yacht whose entry is accepted.

15.3 Attention is drawn to Fundamental Rule 4 "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 Skippers are reminded that crew behaviour is their responsibility at all times.

16.2 No flares of any type are to be fired while the yacht is moored at Hobart. Civil authorities have severe penalties for any offenders. Skippers are reminded that the best way of ensuring that no flares are fired from their yacht is to place them under lock and key.

17. APPENDICES

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

APPENDIX A RADIO COMMUNICATION

A1. RACE FREQUENCIES

A1.1 HF/MF Frequencies

	Primary	Secondary	Schedules
Day	12305 kHz	8210 kHz	1235, 1835
Night	6218 kHz	4483 kHz	0135, 0635

Note: each frequency will be used in simplex mode. Yachts need to check their radios to ensure this is correctly set as the normal usage for HF 6218, 8210 & 12305 kHz is duplex.

Communication is expected to be on the Primary Race Frequency. However, if conditions are poor, yachts may be instructed to switch to the Secondary Race Frequency.

If a yacht cannot hear or be heard on a Primary Race Frequency they should switch to the Secondary Race Frequency and wait to be contacted (usually after the schedule in progress). If not contacted or communication still not possible, proceed as for HF radio failure (see A13. *Radio Failure*).

A1.2 VHF Channels

Channel	Usage
Ch 82	Pre-race Communications
Ch 12	Pre-race Shipping Premature Starters
Ch 73	Finishing Schedules
Ch 9	Post Finish Mooring
Ch 16	Distress & Calling
Ch 67	Working, MSI

A1.3 Mobile Phone Numbers

Number	Usage
0418 396 605	Race Director's Phone Crew changes

When mobile or satphone coverage is available, the Race Director may be contacted on the Race Director's Phone. Yachts using satphones instead of HF radio will use the Race Director mobile phone number for all communications.

A1.4 Kordia may also be contacted on 02 6279 5774 for radio checks and other radio related issues.

A1.5 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

A1.6 Yachts are required to monitor VHF Channel 82 before the start from 0830 until 1415. This channel will be used to notify yachts of changes to HF frequencies and other procedural matters.

A2. RACE RADIO STATIONS

A2.1 ORCV Race Control (*Ocean Racing*)

- Shipping Advice Broadcast
- Other start time messages

A2.2 Kordia (*Charleville Radio*)

- Sign On Schedule
- Routine Position Schedules
- Mandatory Reporting Schedule

A2.3 Hobart Race Control (*Ocean Racing*)

- Finishing Schedules

A2.4 If noise levels are too high for good reception, Kordia may delegate the taking of the Routine Position Reporting Schedule to a vessel in the fleet or a shore based radio station such as Coast Radio Hobart. This will normally be done before the schedule starts.

A2.5 Any other yacht or station nominated by Kordia will provide assistance if necessary.

A2.6 Changes to race radio stations may be announced following the Sign On Schedule.

A3. CREW CHANGES

A3.1 Late crew changes may be notified by calling the ORCV Race Director's mobile telephone between 1800 and 2000 on 26 December 2017 and between 0600 and 0800 on 27 December 2017.

A3.2 When nominating additional crew, the following details are required to be entered in the online entry system before the change is made: 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.

A4. HF SIGN ON SCHEDULE

A4.1 For yachts using HF radio, a sign on schedule will be conducted on the Race Frequency by Kordia (*Charleville Radio*) commencing at 1305 and concluding no later than 1415 on 27 December 2017.

- A4.2 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.
- A4.3 Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts must reply in the format "*{yacht name} is a starter, we comply with the Notice of Race, {xx} persons on board, OVER*".
- A4.4 Yachts that do not respond on the first call must wait until they are called again at the end of the schedule.
- A4.5 Any yacht failing to respond on the Race Frequency during this schedule shall not be considered a starter in the event and shall be scored DNS.
- A4.6 In case of difficulties, yachts should contact the Race Director via an SMS text message. The SMS facilities of the yacht's tracker may be used for this purpose.
- A4.7 Any changes to the stations and frequencies used for the Sign On Schedule will be notified on VHF Channel 82.

A5. SATPHONE SIGN ON SCHEDULE

- A5.1 Yachts using satellite phones will sign on by SMS message or by calling the Race Director on 0418 396 465 to confirm they are a starter, the number of persons on board and that they comply with the Notice of Race.
- A5.2 The SMS message should be formatted as one of the following:
[yacht] starter, [99] pob, complies
[yacht] not starter
- A5.3 SMS messages and sign on satellite phone calls must be sent between 1305 and 1415 on 27 December 2017. These will be acknowledged.
- A5.4 Any changes to the Sailing Instructions and changes to yacht handicaps will be sent by SMS message.

A6. SHIPPING ADVICE BROADCAST

- A6.1 At 1415, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A6.2 All yachts are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are three nautical miles outside Port Phillip Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency.

- A6.3 Yachts should revert to the race frequency and VHF Channel 16 when three miles clear of the Heads.

A7. PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

A8. HF POSITION SCHEDULES

- A8.1 For yachts using HF radio, Position Schedules will be conducted by Kordia (*Charleville Radio*).
- A8.2 Schedules will take place on the Primary frequencies listed in A1.1 unless Kordia indicates otherwise. During the schedule, Kordia may confirm the frequency to be used for the next schedule.
- A8.3 Routine schedules will be conducted at the following times using the following frequency groups:

<u>Time (AEDT)</u>	<u>Frequency Group</u>
0135	Night Race Frequency
0635	Night Race Frequency
1235	Day Race Frequency
1835	Day Race Frequency

- A8.4 The first schedule will be at 1835 on 27 December 2017. Schedules will continue until each yacht has crossed the finish line or otherwise retired and reached a safe harbour.
- A8.5 It is mandatory that all yachts participate in each position schedule while racing and report their position when called until they have finished.
- A8.6 Yachts will be called on to give their position at the times listed for the schedule. The position reported shall be the yacht's position in degrees and whole minutes only of Latitude and Longitude as at 5 minutes before (at the half hour immediately prior to) the commencement of the schedule.
- A8.7 Yachts must not give false or misleading position reports.
- A8.8 At the conclusion of the schedule, yachts are encouraged to give safety-related information should the skipper consider it would be to the benefit and safety of the fleet, for example if conditions are severe. If weather conditions are given it is important that the transmission be kept as brief as possible and give factual information such as wind speed and direction and wave conditions.
- A8.9 At the discretion of the race organisers, notice may be given at a Position Schedule to change the arrangement for subsequent

Schedules including changing the frequency, radio station or instituting additional reporting requirements.

A9. SATPHONE POSITION SCHEDULES

- A9.1 Yachts using satellite phones will SMS message the Race Director between 15 and 10 minutes prior to each of the scheduled reporting times listed above.
- A9.2 Yachts will provide their actual position as at 15 minutes before the schedule time and their estimated position for the half-hour just before the schedule time.
- A9.3 The Race Director will provide any such reported positions to Charleville Radio who will relay them to the remainder of the fleet at the conclusion of the corresponding radio schedule.

A10. MANDATORY REPORTING SCHEDULE

- A10.1 On crossing latitude 41°S, the skipper of each yacht is to assess whether the yacht meets the following requirements:
- Its HF radio/satphone is fully operational and has a signal strength fit for the ensuing purpose;
 - The required number of liferafts are on board;
 - Its engine and batteries are operational;
 - The yacht and its crew are in a satisfactory condition to continue; and
 - The skipper has comprehensively considered the most current weather forecasts and considers that the yacht and crew are fully prepared for the conditions forecast.
- A10.2 If a yacht it is able to meet all the requirements of clause A10.1 above, then it must make a declaration to this effect.
- A10.3 For yachts using HF radios, this declaration must be made at the first Position Schedule after the yacht determines that it is in the vicinity of Latitude 41°S.
- After reporting their position, the yacht advises they wish to make their declaration.
 - At the end of the schedule, Charleville Radio prompts them to make their declaration.

Yachts must make their declaration in the following format:

"Charleville Radio, this is {yacht name}. We are in the vicinity of {latitude} at {hours, minutes}.

The skipper declares that we comply with the requirements of Sailing Instruction A10.1 and elects to continue racing".

- A10.4 For yachts using Satphones, the declaration is made at the time the latitude is passed via Satphone using SMS to the Race Director phone number. Messages should use the following format:

Dec {Yacht}, {lat°} {lat'}, Comply, Continue

- A10.5 Yachts which are not recorded as having complied with Sailing Instructions A10.1, A10.3 and A10.4 shall be recorded DNF (This amends RRS 63.1).
- A10.6 Yachts using HF radios requiring to make their declarations between Routine Position Schedules should contact Kordia using the procedures described in A12. *Ad Hoc Communications*.

A11. FINISHING SCHEDULES

- A11.1 Each yacht is required to SMS the Race Director's phone when they pass abeam of the Iron Pot Light advising their location and estimated time of arrival at the finishing line.
- A11.2 In addition to the above, yachts must maintain their routine radio schedules until they have crossed the finish line.
- A11.3 On crossing the finish line, yachts should change to VHF Channel 9 to liaise with the tender providing berthing assistance.

A12. Ad Hoc COMMUNICATIONS

- A12.1 Yachts needing to make contact with Kordia (*Charleville Radio*) between schedules should do so on the standard calling channels as follows:

<u>Frequency</u>	<u>Period</u>
4125	Night
6215	Day or Night
8291	Day
12290	Day

Note: these frequencies are also distress frequencies. For longer communications, a switch to one of the race frequencies may be required once communications have been established.

A13. RADIO FAILURE

- A13.1 In the event of an HF radio failure after the start of the race, every effort should be made to contact any other yacht who can act as a relay on VHF Channel 16 fifteen minutes before the listed

time of each Routine Schedule.

A13.2 If unable to report by the above method, one of the following actions should be tried:

- Using VHF radio, relayed by another vessel if necessary.
- Using the VHF repeater network. Make sure the VHF radios are set to International, not US or Canadian, frequencies.

Try VHF Channel 21 via the repeater station on Three Hummocks Island. This is the preferred VHF frequency for Western Bass Strait south of 39° South and Smithton Radio can be reached through it.

If you are able to receive only, listen at the scheduled times and be prepared to fire a white flare if requested to do so by the radio station to indicate your position.

Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.

A13.3 Note also that mobile phone coverage exists in places when near the coastline. For those with appropriate antennas, 3G/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 the Race Director's Phone.

A13.4 The reason for failure to report at the routine position schedule times for any reason must be reported on the yacht's Race Declaration (*Appendix E Race Declaration*).

A13.5 Yachts experiencing HF radio failure and who have satphones on board may contact the race director and elect to switch to using satphone position reporting.

A14. YACHTS RETIRING

A14.1 Should a yacht retire from the race, every effort must be made to advise Kordia (*Charleville Radio*), Smithton Radio or Coast Radio Hobart as soon as possible and to give the following information:

- Time and position at the time of retirement
- Reason for retirement
- The state of the crew
- The port to which the yacht is retiring.

A14.2 Yachts that retire shall maintain their routine position reporting radio schedules until such time as they reach a safe harbour.

A14.3 Within two hours of arrival at a safe harbour, contact must be made with Kordia (*Charleville*

Radio) by HF 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.

A15. ASSISTANCE & INFORMATION

A15.1 Difficulty (VHF)

In addition, Tas Maritime Radio (TMR) have established a network of multi-frequency base stations around Tasmania and monitor VHF Channel 16 via these base stations with the ability to switch to other channels for extended interactions. TMR operate between 0700 and 1900 all year round. Outside of these hours, they hand over to TasPorts Security.

With the co-operation of Mary Kay at Smithton Radio, they can also access the Three Hummock Island base station.

The TMR base station network is shown the diagram in A17. *Tas Maritime Radio Base Station Network*.

A number of VHF Repeaters are also available as shown in the following table:

Location	VHF	Monitored BY
Maatsuyker Island	82	Coast Radio Hobart
Cape Sorell	80	Strahan Radio
Bluff Hill Point	81	Smithton Sea Rescue
Dazzler Range	80	Tamar Sea Rescue
Mount Horror	82	Tamar Sea Rescue, St Helens Marine Rescue
Cape Tourville	80	Coastguard Freycinet
Mt Raoul	81	Tascoast Radio
Three Hummock Island	21	Smithton Sea Rescue, Burnie Radio

It should be noted that these repeaters are not continuously monitored and the TMR network should be used in preference. The Victorian and Tasmanian repeaters are shown in the map in A16. *Repeater Network*.

A15.2 Distress (HF)

In the race area, the distress frequencies HF 4125, 6215 and 8291 kHz are monitored by Charleville Radio (VMC) and Tas Marine Radio (TMR). Any distress call will be handled by the closest station with the best radio reception.

A15.3 Weather

Regular broadcasts of weather forecasts are

made by Charleville Radio (VMC) as follows:

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

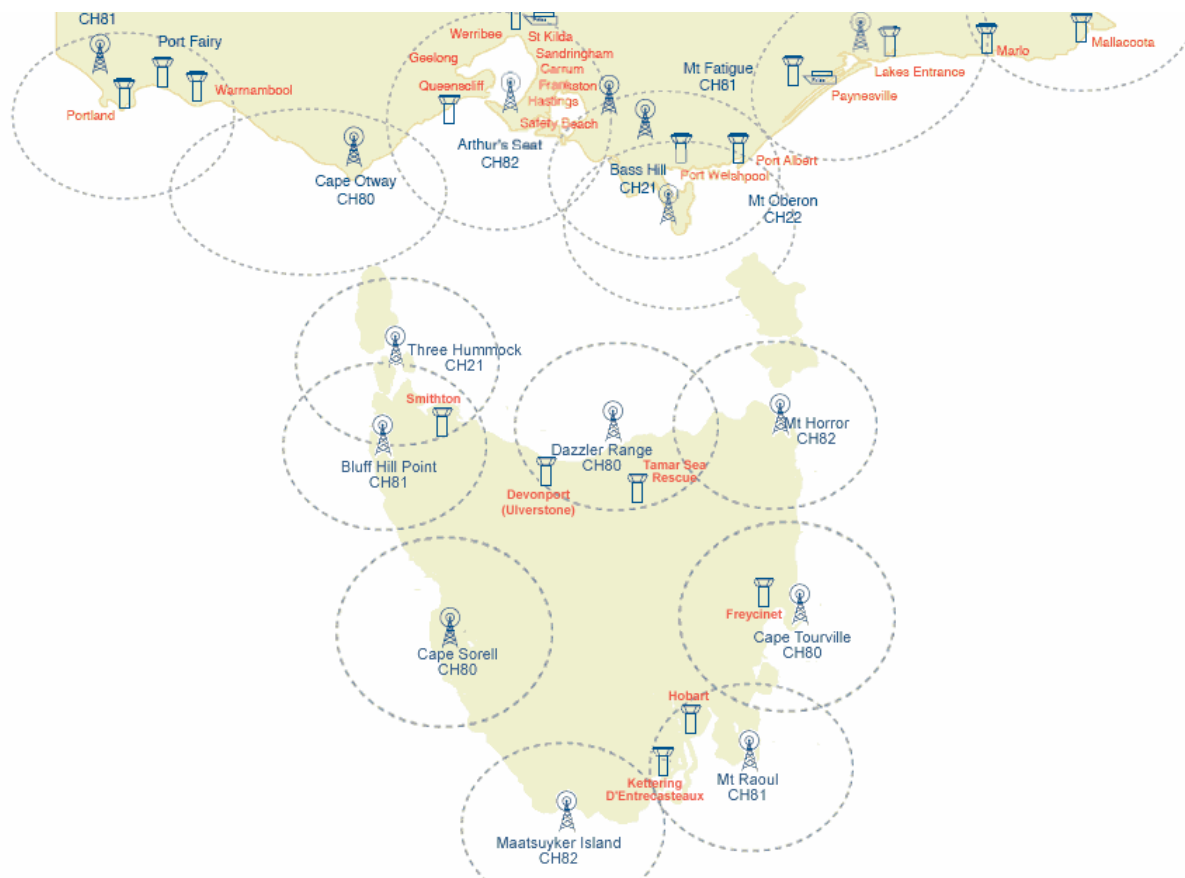
Times are local at the transmitter, i.e. AEST.

<u>Forecast/Warnings</u>	<u>Times (AEST)</u>
Coastal Warnings for QLD, NSW, VIC, TAS and SA & High Seas Warnings for Northern, NE and SE Areas	Every hour commencing 0000 AEST
Coastal Forecasts for Victoria	0130, 0530, 0930, 1330, 1730, 2130
High Seas Forecasts for South Eastern Area	0030, 0430, 0830, 1230, 1630, 2030

Navigation Maritime Safety Information notices are broadcast at 25 minutes past each hour.

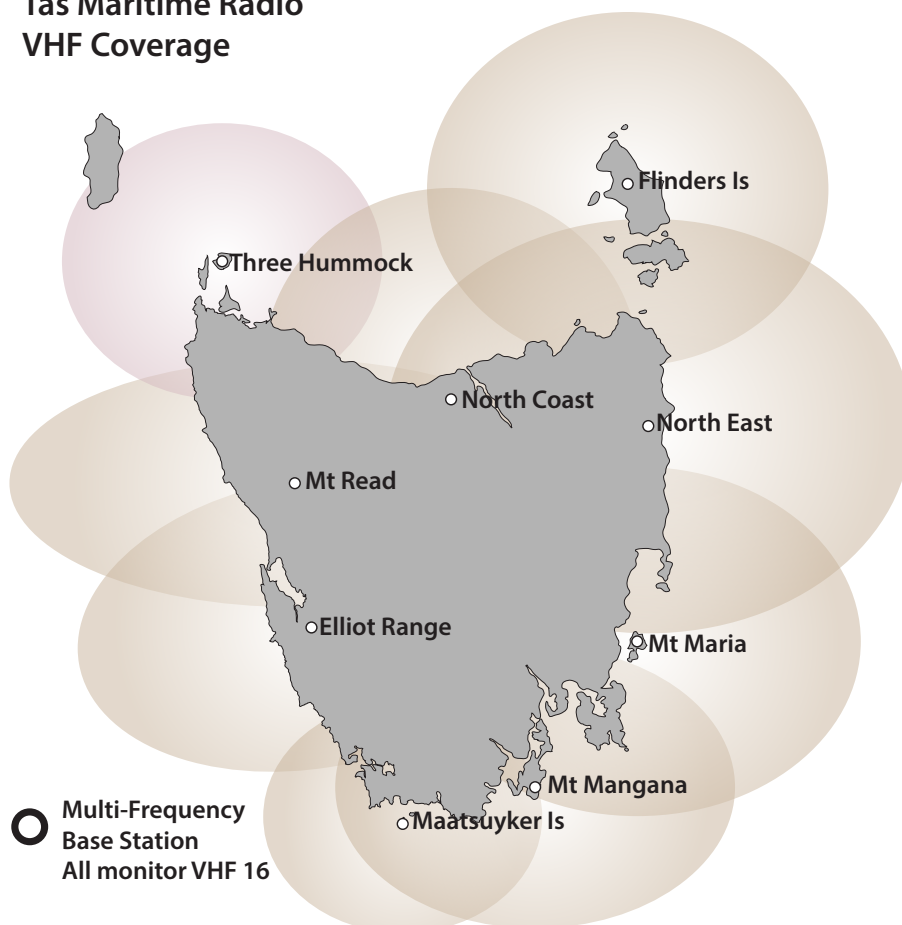
For more information and a complete schedule see www.bom.gov.au.

A16. REPEATER NETWORK



A17. TAS MARITIME RADIO BASE STATION NETWORK

Tas Maritime Radio VHF Coverage



A18. SUMMARY

Date	Time	Action	Frequency	Station
1 st Dec 18 th Dec		Compulsory Radio Check	HF Race Frequency (as per time of day)	Kordia Charleville Radio
18 th Dec	1400	Race Briefing	ASC	Race Director
26 th Dec	1800-2000	Crew Changes	0418 396 605	Race Director
27 th Dec	0600-0800	Crew Changes	0418 396 605	Race Director
27 th Dec	0800	Weather Briefing	BYS	Race Director
27 th Dec	0830-1415	Monitor	VHF Channel 82	Race Director
27 th Dec	1305-1415	Sign On Schedule SI Changes	0418 396 605 HF 12305 kHz	Charleville Radio
27 th Dec	1415	Shipping Advice	VHF Channel 12	Ocean Racing
27 th Dec	1425-1430	Starting Sequence	Flares	Ocean Racing
27 th Dec	1430+	Individual recalls may be notified	VHF Channel 12	Ocean Racing
27 th Dec	1815-1820 1835	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF Day Frequency	Race Director Charleville Radio
28 th Dec	0115-0120 0135	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF Night Frequency	Race Director Charleville Radio
28 th Dec	0615-0620 0635	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF Night Frequency	Race Director Charleville Radio
28 th Dec	1215-1220 1235	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF Day Frequency	Race Director Charleville Radio
28 th Dec	1815-1820 1835	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF Day Frequency	Race Director Charleville Radio
Thereafter every day as for 28 th Dec	Times may be altered by Radio Stations if necessary	Position Schedules	0418 396 605 HF Race Frequency	Race Director Charleville Radio
Latitude 41°S		Mandatory Reporting	0418 396 605 HF Day Frequency	Race Director Charleville Radio
Iron Pot Light		Finishing Schedule	0418 396 605 (SMS)	Race Director
Berthing		Post Finish	VHF Channel 9	DSS Tender

APPENDIX B STARTING LINE

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.

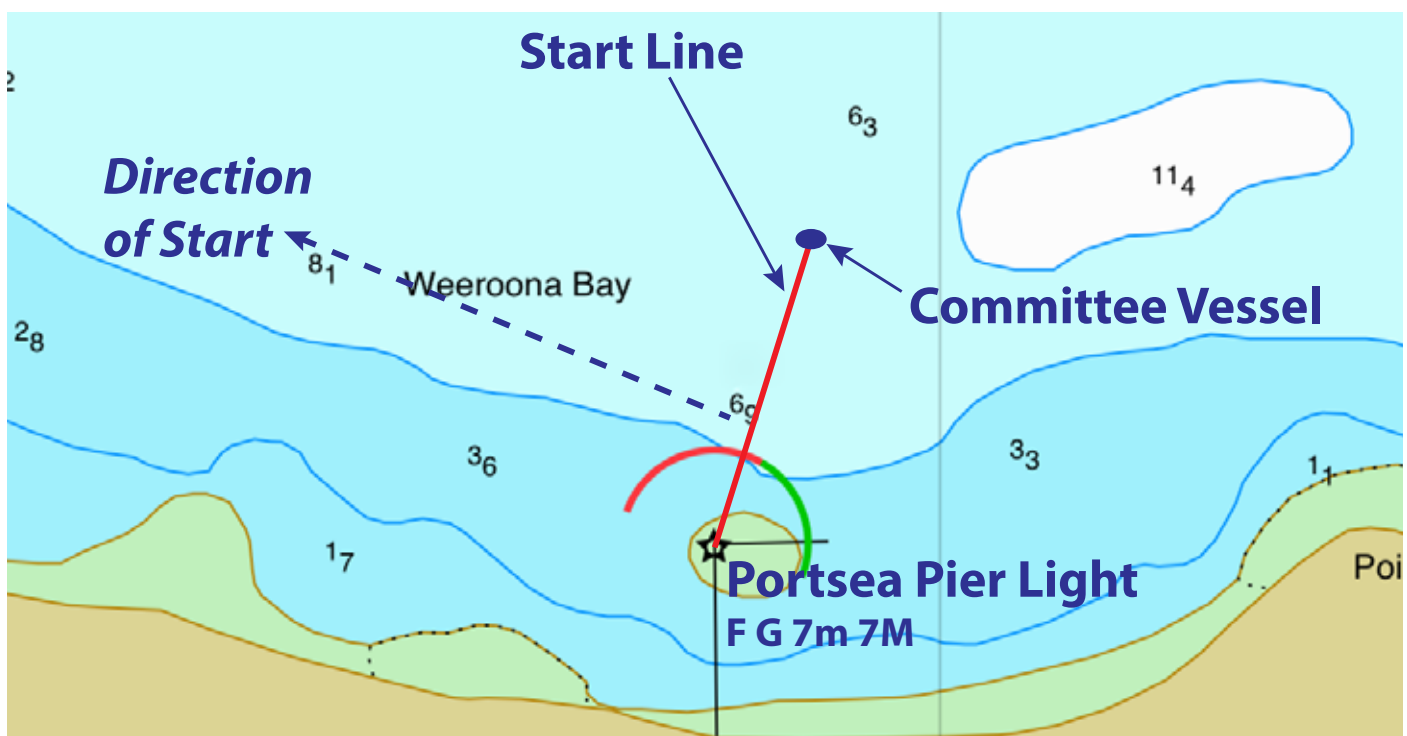
The Starting Line shall be between the signal mast displaying an orange flag on the committee vessel at the starboard end of the line and the navigational beacon on the Portsea Pier at the port end.

A pink inflatable crowding buoy may be laid in the vicinity of the committee vessel.

Yachts shall start in a North Westerly direction.

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

- Any yacht 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 shall 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 have 60 minutes added to her elapsed time.



APPENDIX C COURSE

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.

From the starting line:

- Leaving to port a pink spherical buoy at S38° 16.90' E144° 38.9' in the vicinity of a vessel displaying an orange shape.
- For ocean races starting through Port Phillip Heads, yachts are required to keep out of the main channels in the Heads and to avoid obstructing shipping. For this reason, the area bounded by the following locations is an obstruction:

A (Shortland Bluff) at S38° 16.90' E144° 38.90'

B (Heads Exit) at S38° 17.95' E144° 37.76'

C (Channel Clearing) at S38° 18.50' E144° 36.80'

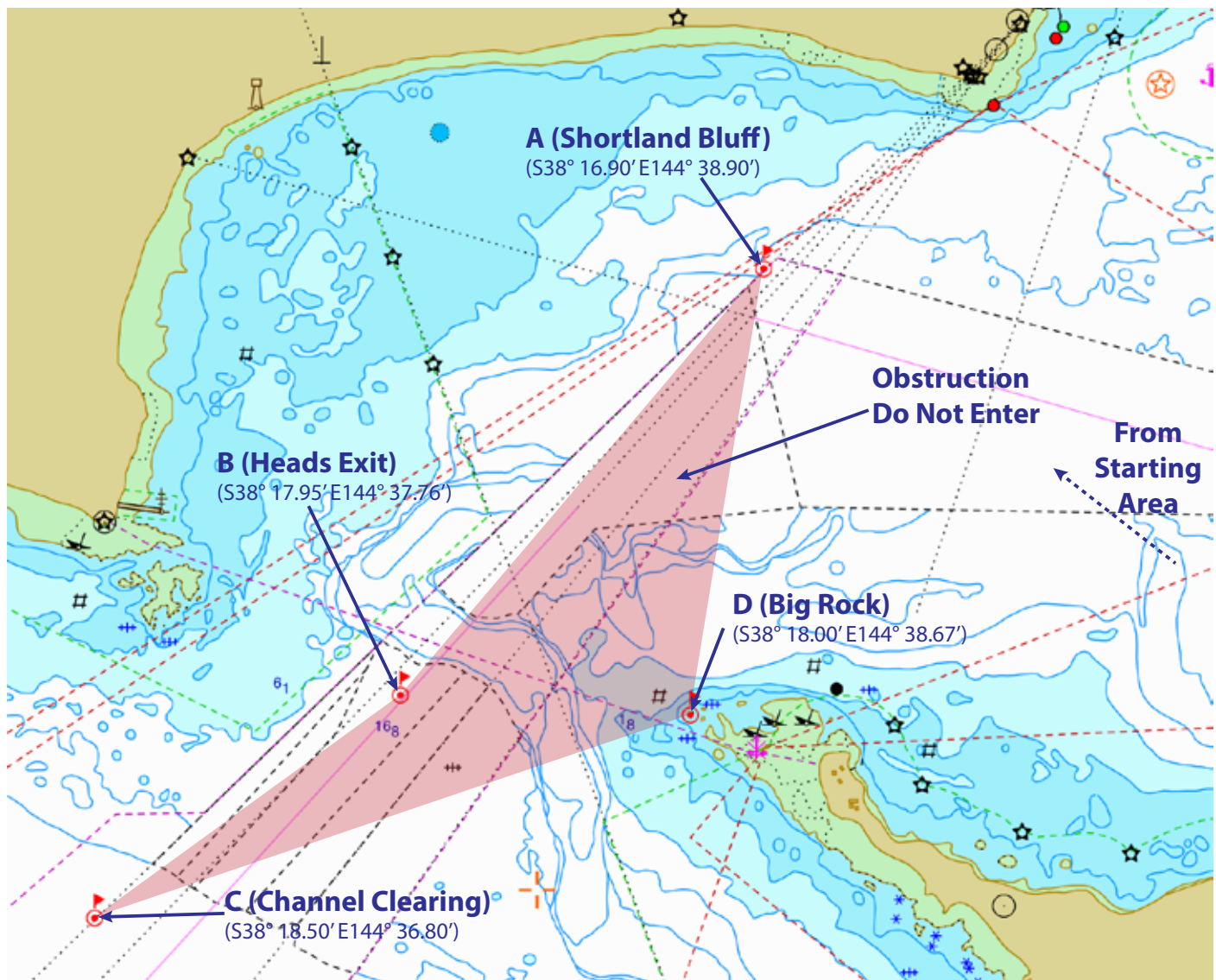
D (Big Rock) at S38° 18.00' E144° 38.67'

Yachts that sail within the bounds of this obstruction shall receive a 10% penalty to their elapsed time without a hearing. This alters RRS 63.1.

- Yachts are required, prior to submitting their race declaration, to submit a smart phone photograph of their chart plotter track by SMS to the Race Director showing compliance with the Heads exit provisions in this appendix.
- Thence to the finishing line in the Derwent River leaving the following marks to port in the order shown:

Maatsuyker Island Light (K3656)

Bruny Island Light (K3654)



APPENDIX D FINISH

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.

FINISHING LINE

The finishing line will be in the Derwent River between the flag mast on the finishing box on Battery Point (S42° 53.282' E147° 20.339') and an orange buoy which may display a white flag by day and a yellow flashing light (3 seconds) by night, bearing 050° true and approximately 300 metres from the finishing box.

An inner distance mark, a large inflatable buoy, may be positioned approximately on the finish line and when finishing, yachts are required to leave this mark to port.

Yachts shall cross the finishing line from South to North.



MOORING

After finishing, yachts must wait for the arrival of an escort vessel before proceeding to the mooring area.

The escort vessel will be operating on VHF Channel 9.

Yachts will be moored at Kings Pier North, immediately adjacent to the Kings Pier Marina and should prepare mooring lines appropriately, observing the instructions of the escort vessel.

Note: a seaplane operates from a floating pontoon in this area. It has absolute priority of access. The DSS

escort vessel will ensure that no interruption to its operation will occur.

Yachts and their crews are requested not to moor, drink on or otherwise interfere with the seaplane's floating pontoon.

PRESENTATION

Trophies will be presented at a function at the Derwent Sailing Squadron at 1700 on 31 December 2017.

APPENDIX E RACE DECLARATION

DECLARATION

I,[*Person in charge*], being in charge of the yacht[*Yacht name*] have adhered to the rules and conditions of the 2017 Melbourne to Hobart "Westcoaster" Ocean 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.

.....[*Signature*].....[*Date*]

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 race	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below

Expected crew changes for the return voyage (changes, additions):

Name	Role(s)	Next of Kin	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*]

