OCEAN RACING CLUB OF VICTORIA

Sailing Instructions

2009 Melbourne to Port Fairy Yacht Race

ORCV

M2PF

Version 1.00

Amendments

Number	Instructions Changed	Summary of Amendment

Sailing Instructions

The 2009 Melbourne to Port Fairy (M2PF) Yacht Race will be conducted on the waters of Port Phillip and Bass Strait. The race is organised and conducted by the Ocean Racing Club of Victoria (ORCV) Inc with the co-operation of the Port Fairy Yacht Club.

1. Rules

1.1 The rules for the race shall be:

- the 2009 – 2012 Racing Rules of Sailing (RRS) of the International Sailing Federation (ISAF),
- the Prescriptions and Special Regulations of Yachting Australia (YA),
- 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 International Rule - Club (IRC) – the IRC Rules Parts 1, 2 and 3 shall apply, and
- the Notice of Race,

except as any of the above are altered by these Sailing Instructions.

1.2 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.

1.3 For the purpose of this race, the times of Sunrise and Sunset shall be as follows:

- Sunrise: 0553
- Sunset: 1852

1.4 RRS Rule 52, Manual Power, shall be modified:

- to allow self-steering equipment to be used by boats sailing Two-Handed, and
- to allow the adjustment of movable water ballast or canting keels on any boat.

1.5 All times in these Sailing Instructions are Australian Eastern Standard Time (AEST) unless otherwise stated.

2. Notices To Competitors

2.1 Notices to competitors will be posted on the club website *www.orcv.org.au*.

2.2 Any alterations to these instructions will be announced after the pre-race radio schedule or during the pre-race shipping advice broadcast.

2.3 Any change to these Sailing Instructions may also be posted on the club website.

3. The Course

3.1 From the starting line to the finishing line leaving Otway Reef to starboard.

3.2 Please note the following quotes from Volume II of The Australian Pilot (7th Edition):

Otway Reef lies on a bank, with depths of less than 10 m (33 ft) over it, which extends about 1 mile S of the cape. A detached shoal with with a depth of 16.6 m (54 ft)over it lies 1¾ mile SSW of the Cape Otway. It is advisable to round the cape at a distance of not less than 3 miles.

Caution: A heavy rip-tide extends 2 miles S of Cape Otway.

4. The Start

4.1 The start time will be 0100 on Friday, 10th April 2009 in the vicinity of Drapers Reef, Queenscliff always allowing the Race Committee, at their discretion, to postpone to another time.

4.2 The Starting Line shall be an imaginary line between a Quick Flashing Red (QR) Light on the Drapers Reef Pile and a boat or a buoy with a rotating amber light approximately 300 metres to the south east (see Appendix B).

4.3 In the event of rough weather or other unforeseen difficulties, the boat 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 and the Draper's Reef Light, this line running almost east to west to a distance not exceeding 400 metres.

4.4 Races will be started in accordance with RRS 26, except that flares will be used in lieu of sound signals.

0055 Preparatory Signal, White flare

0100 Starting Signal, Green flare

This changes RRS 26.

4.5 Individual recalls shall be signalled by one white

flare. Premature starters may be identified on VHF Channel 12 (See Appendix A). There will be no General Recall. This amends RRS 29.1 and 29.2.

4.6 For the purposes of ORCV Special Regulation 6, the latest starting time will be 1300 hours on 10th April 2009. Elapsed time will be taken from the starting signal. Boats starting late are reminded that they must comply with the requirements of Special Regulation 6. 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.

5. The Finish

5.1 The Finishing Line will be an imaginary line between the Nunn buoy (Fl R 5s), approximately S38° 23.033' E142° 15.254', and a rotating amber light near Eastern Beach bearing approximately 280° True from the Nunn buoy.

Caution: there are several buoys with flashing red lights marking reefs near the finishing line. Skippers should carefully time the lights to ensure that the correct buoy is being approached. See Appendix C.

5.2 Yachts shall cross the line leaving the Nunn buoy to port.

5.3 Boats approaching the finish line are required to report their position as described in Appendix A.

5.4 Yachts finishing at night are required to illuminate their sail numbers or turn on their spreader lights when approaching the finishing line. The race committee may request further aids to identification as boats approach the line.

5.5 Unless circumstances prevent it, the finishing times of all boats 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.

5.6 Each yacht is required to lodge a declaration on the form provided as Appendix D with a member of the race committee within four hours of the boat finishing the race.

5.7 If a skipper is uncertain as to whether a rule has been breached, he or she should report the circumstances on the rear of this declaration form.

5.8 Any boats proceeding directly to another port after finishing the race shall make a verbal declaration to the Race Director within one hour of finishing and advise their intentions at this time.

6. Penalty System

6.1 The following penalties will be applied for breaches of Part 2 RRS:

- For a minor infringement without damage – 15 minutes
- For an infringement with damage that is not considered serious – 60 minutes

6.2 The penalty for an infringement involving serious damage will rest with the protest committee and may result in a percentage time penalty or disqualification.

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

7. Protests And Requests For Redress

7.1 Protests or requests for redress are to be lodged with an official of the ORCV within 2 hours of the yacht's finishing time.

7.2 Protests or requests for redress will be heard at a time and place advised.

7.3 If, after a protest and hearing, a boat is found to have infringed a rule, the protest committee may disqualify or otherwise penalise the boat by a percentage time penalty in accordance with the provisions of RRS 64.

7.4 Decisions made will, where practical, be applied before the calculation of corrected times and determination of trophies.

7.5 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.

7.6 All requests for redress involving the official time sheet must be submitted within 4 hours of posting of the results.

7.7 The protest committee shall not be entitled to abandon the race as a consideration for redress (This amends RRS 64.2).

8. Boats Retiring

Boats retiring shall inform the race committee as described in *A9. Yachts Retiring* on page 8.

9. Safety Regulations

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

9.2 Yachts shall keep clear of all commercial shipping (vessels more than 25 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 rhumb line 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.

9.3 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.

9.4 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.

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

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

9.7 A Return Voyage Plan must be submitted as part of the Declaration in Appendix D.

10. Radio Communication

10.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

10.2 Radio communications procedures are detailed in Appendix A.

10.3 It is compulsory for all boats to respond to all scheduled radio communications, including the Pre-race Sign-on schedule and the Routine Position Reporting schedule.

11. Disclaimer Of Liability

11.1 All those taking part in this race do so at their own risk and responsibility.

11.2 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, Equipment Auditors or any other members, of the fitness of any boat or any equipment on such boat to safely compete in the race, and/or deal with any and all eventualities of the contemplated passage. It is the responsibility of each skipper of each competing boat to decide whether his/her 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.

11.3 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.

12. Mooring Information

12.1 Boats finishing will be met by the Port Fairy Yacht Club pilot boat which will be operating on VHF Channel 73.

12.2 Moorings in the river will be pre-allocated based according to the vessel's size, draft and order of arrival.

12.3 The pilot boat will guide boats to their allocated moorings. Some boats will be asked to raft up.

12.4 Skippers are requested to comply with the instructions/advice of the pilot and to moor only in the spaces allocated to them..

13. Crew Behaviour

No flares of any type are to be fired while the yacht is moored at Port Fairy. 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.

14. Appendices

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

Appendix A - Radio Communication

A1. Race Frequencies

A1.1 Radio communications for this race will be on HF 4483 KHz unless boats are directed to alternate frequencies by one of the race radio stations listed below.

A1.2 VHF Channel 12 will be used for the pre-race shipping advice and may be used to notify premature starters.

A1.3 VHF Channel 73 will be used for finishing schedules and communication with the pilot boat for mooring.

A2. Race Radio Stations

A2.1 All pre-race schedules, including crew changes and the pre-race schedule, will be conducted by ORCV Melbourne using the call sign *Ocean Racing*.

A2.2 All yacht routine position reporting schedules will be conducted by ORCV Melbourne using the call sign *Ocean Racing*.

A2.3 Finishing procedures will be handled by ORCV Mobile using the call sign *Ocean Racing Mobile*.

A2.4 If noise levels are too high for good reception, ORCV Melbourne may delegate the taking of the position report schedule to a vessel in the fleet or a shore based radio station such as Smithton Radio. This will normally be done before the schedule starts.

A2.5 Any other yacht or station nominated by ORCV Melbourne will provide assistance where necessary.

A3. Crew Changes

A3.1 Late crew changes may be notified on Thursday, 9th April 2009 by calling the ORCV Race Director on mobile telephone 0418 396 605 between 1800 and 2100.

A3.2 Crew changes may also be notified by calling *Ocean Racing* on HF 4483 KHz between 2305 and 2355 on Thursday, 9th April 2009.

A3.3 When nominating additional crew, details required include name of crew, address, age, Yachting Australia membership number and next of kin details including relationship to crew member, contact address and telephone number.

A4. Pre-Race Sign On Schedule

A4.1 A pre-race sign on schedule will be conducted on HF 4483 KHz by Ocean Racing commencing at 0005 on Friday, 10th April 2009.

A4.2 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced at this time.

A4.3 Boats will be called in alphabetical order to confirm that they are starters in the race.

A4.4 Boats that do not respond on the first call must wait until they are re-called at the end of the schedule.

A4.5 Any boat failing to respond on HF 4483 KHz or demonstrating unsatisfactory radio operations during this schedule shall not be considered a starter in the event and shall be scored DNS.

A4.6 Any alterations to the sailing instructions or to handicaps applicable for the race will be broadcast following completion of the pre-race schedule. All boats are required to maintain a listening watch at this time.

A5. Pre-Race Shipping Advice

A5.1 At 0045, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

A5.2 All boats are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are 2 nautical miles outside Port Phillip Heads.

A5.3 Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency.

A5.4 Boats should revert to the race frequency and VHF Channel 16 when 2 miles clear of the Heads.

A6. Premature Starters

Premature starters may be identified on VHF Channel 12.

A7. Routine Position Reporting Schedules

A7.1 Routine position reporting schedules will take place at the following times during the day:

0005
0605
1205
1805

The first schedule will be at 0605 on 10th April 2009. Schedules will continue until every boat has crossed the finish line or otherwise retired and reached a safe harbour.

A7.2 Boats will be called on to give their position at the times listed for the schedule until they have crossed the finish line or, if retired, until they have reached a safe harbour.

A7.3 The position reported shall be the boat's position in degrees and whole minutes only of Latitude and Longitude as at the hour immediately prior to the commencement of the schedule.

A7.4 The relative position of other boats in the close vicinity should be noted if they can be positively identified and given if requested.

A7.5 Boats are encouraged to give safety-related information at these times 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.

A7.6 It is mandatory that all boats respond to each schedule and report their position. Failure to answer a Routine Position Reporting schedule on time shall require written explanation of the reasons why the schedule(s) was missed and boats may be penalised for any such failure after protest.

A8. Radio Failure

A8.1 In the event of an HF radio failure after the start of the race, every effort should be made to contact *Ocean Racing* or any other yacht who can act as a rely on VHF Channel 73 fifteen minutes after the listed time of each Routine Schedule.

A8.2 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 new VHF repeater network. Make sure your VHF radios are set to International, not US or Canadian, frequencies.
- Try reaching ORCV Mobile in Port Fairy who will also monitor VHF Channel 73.
- 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.

A8.3 Note also that mobile phone coverage exists along much of the coastline between Melbourne and Port Fairy. If attempts to establish contact via VHF prove unsuccessful, it may be possible to contact the Race Director on the number listed above.

A8.4 The reason for any failure to report at the routine schedule times for any reason must be reported on the boat's Race Declaration (Appendix D).

A9. Yachts Retiring

A9.1 Should a boat retire from the race every effort must be made to advise ORCV Melbourne (*Ocean Racing*) 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

A9.2 Boats that retire shall maintain their routine position reporting schedules until such time as they reach a safe harbour.

A9.3 Within two hours of arrival at a safe harbour, contact must be made with ORCV Melbourne (*Ocean Racing*) by HF radio or telephone 0418 396 465 to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A10. Finishing Schedules

A10.1 Boats shall call *Ocean Racing* on VHF Channel 73 when approximately 30 minutes sailing time from the finishing line.

A10.2 After the 30 minute call, radios should be left on and a further call made as the boat approaches the finishing line.

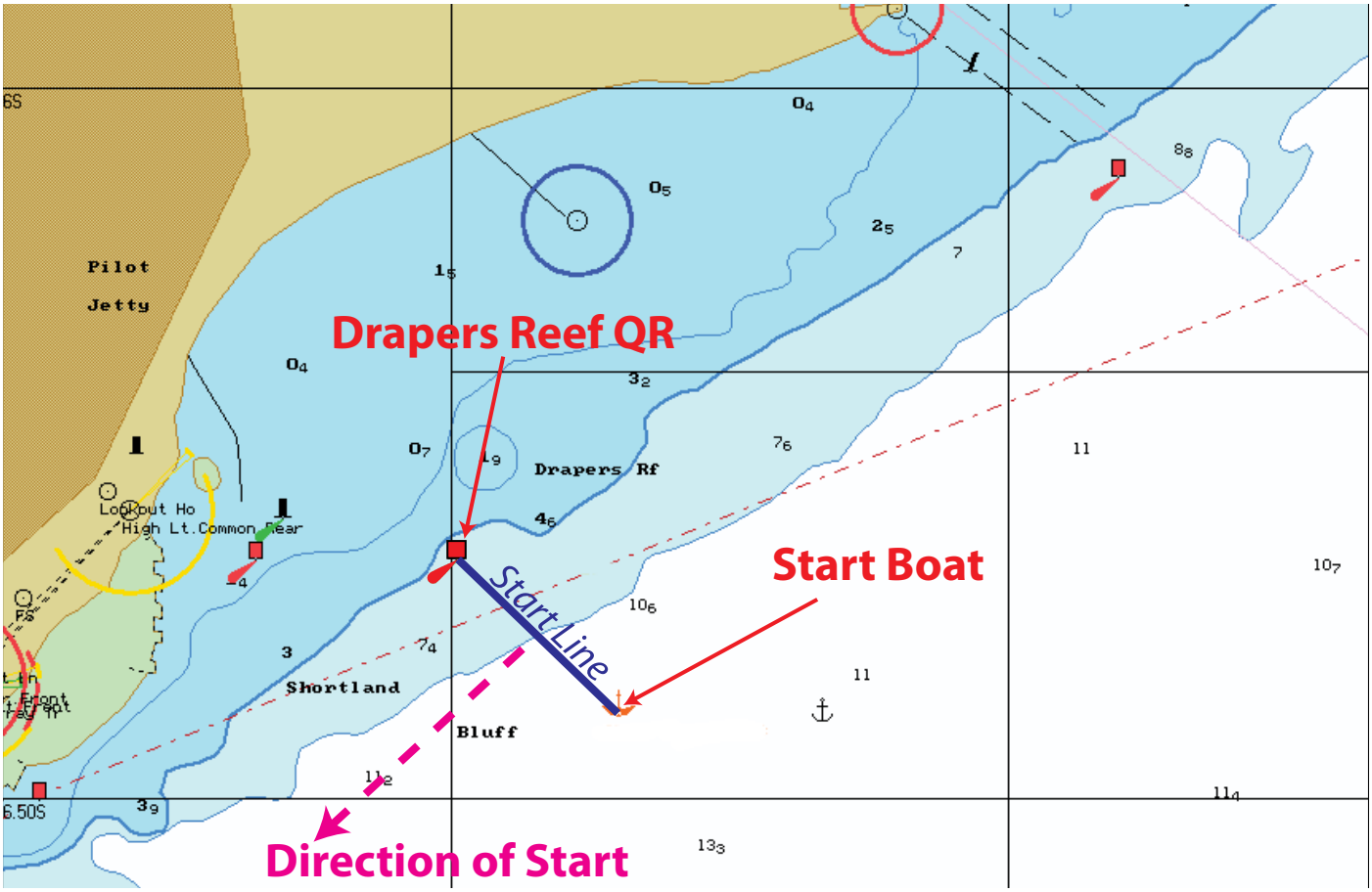
A10.3 Radios should be left on until the boat has berthed.

A11. Summary

Date	Time	Action	Frequency	Station
9th April	1800-2100	Crew Changes	T:0418 396 605	Race Director
9th April	2305-2325	Crew Changes	HF 4483 KHz	Ocean Racing
10th April	0005	Pre-Race Sign On	HF 4483 KHz	Ocean Racing
10th April	0045	Pre Race Shipping	VHF Channel 12	Ocean Racing
10th April	0055-0100	Starting Sequence	VHF Channel 12	Ocean Racing
10th April	0100	Individual recalls may be notified	VHF Channel 12	Ocean Racing
10th April	0635	Routine Schedule	HF 4483 KHz	Ocean Racing
10th April	1235	Routine Schedule	HF 4483 KHz	Ocean Racing
10th April	1835	Routine Schedule	HF 4483 KHz	Ocean Racing
11th April	0035	Routine Schedule	HF 4483 KHz	Ocean Racing
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Routine Schedule	HF 4483 KHz	Ocean Racing
30 minutes before finish		Finishing Schedule	VHF Channel 73	Ocean Racing
Approaching finish line		Finishing Schedule	VHF Channel 73	Ocean Racing
PFYC Tender		Berthing	VHF Channel 73	Port Fairy Pilot

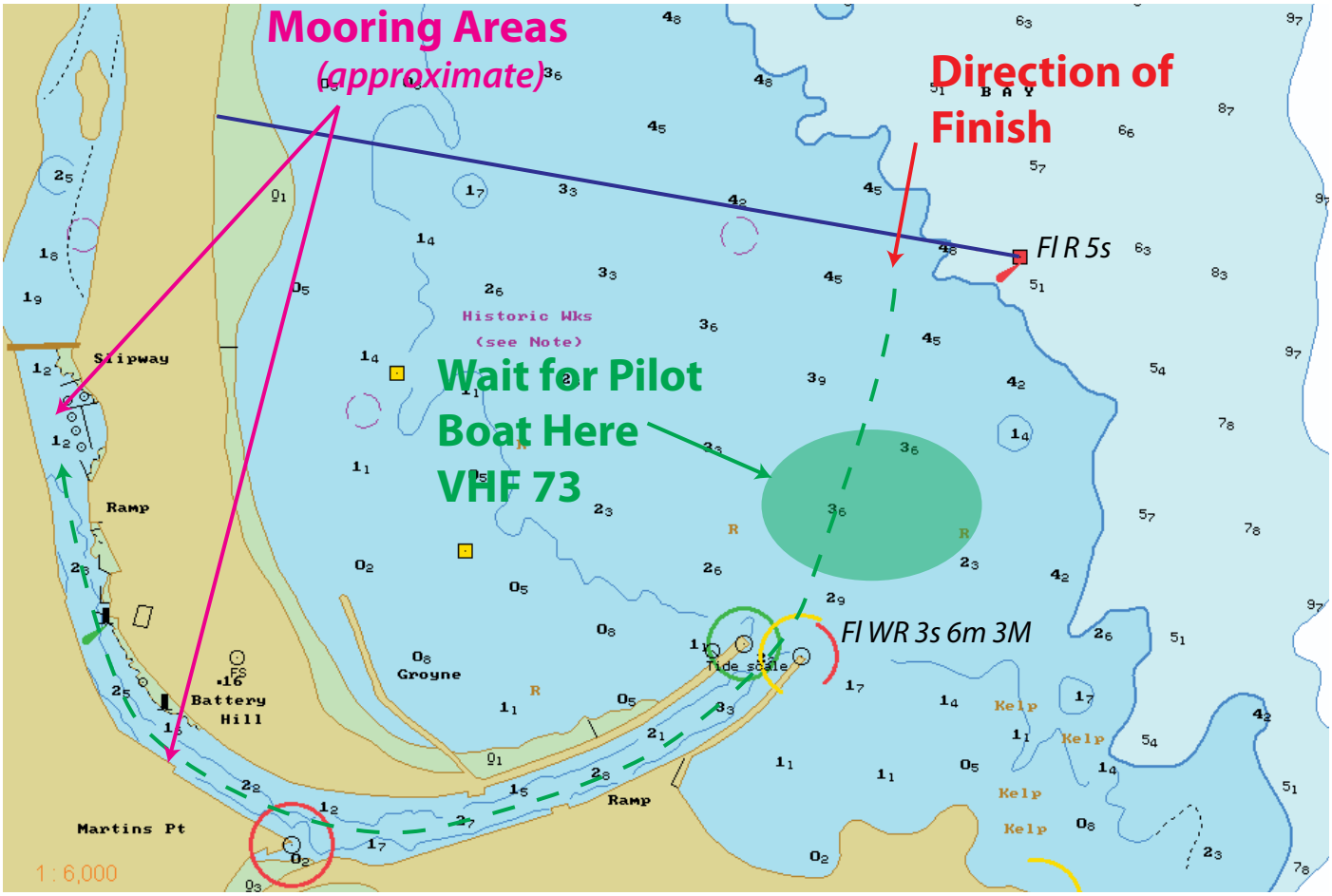
Appendix B - Start at Queenscliff

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.



Appendix C - Finish at Port Fairy

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.



Moyne River

The depth at the river mouth depth is presently between 2.5 and 3m at low tide. Care is required on entering the river and when navigating between the river mouth and Martins Point.

Easter is a time of tidal extremes and entering the river at low tide can present problems for deep draught yachts.

Follow the Port Fairy Yacht Club tender and make sure they know your yacht's draught.

Port Fairy Yacht Club Facilities

The clubhouse shower and toilet facilities will be available continuously from arrival of the first boats.

The club bar will be open until midnight on Friday 10th April. The bar will re-open from 1100 until 1900 on Saturday 11th April.

Breakfast will be available from 0800 on Saturday 11th April. Breakfast may be available on Sunday 12th April if sufficient demand exists.

Tides at Port Fairy

Tide tables are not published for Port Fairy. However, Port Fairy tides are closely related to those of ports either side of it, Portland and Warrrnambool.

The table below shows tides for Portland. Tides for Warrnambool are 10 minutes later.

10th April		11th April		12th April		13th April	
High	0006	High	0017	High	0033	High	0052
Low	0615	Low	0630	Low	0647	Low	0706
High	1257	High	1322	High	1348	High	1416
Low	1918	Low	1945	Low	2011	Low	2037

Appendix D - Race Declaration

Declaration

I, ...[*Person in charge*], being in charge of the yacht .....[*Yacht name*] have adhered to the rules and conditions of the 2009 Melbourne to Port Fairy Ocean Yacht Race and have noted any required declarations on the rear of this form.

..... [*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	

Expected crew for the return voyage will be as follows:

I note that the ORCV recommends that at least 50% of the crew have completed a similar voyage

Name	Next of Kin	Phone Number(s)
Skipper:		
Navigator:		
First Aid:		
Radio:		

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*]