

SAILING INSTRUCTIONS

2019 WEST OFFSHORE PRODUCTS COASTAL SPRINT RACE 1



Coastal Sprint Series

Version 1.01 Final

AMENDMENTS

Number	Instructions Changed	Summary of Amendment
1	Clause A8.1	VHF Channel 73 shall be use for the Cape Schanck -Pulpit Rock Transit position report. (previously Channel 82).
2	A12 (Communications Summary)	Cape Schanck – Pulpit Rock Transit report to be conducted on VHF Channel 73 and erroneous reference to SI A98 corrected to read SI A8.1
3	A12 (Communications Summary)	Last line of Table corrected to read “Finish – 5 minute out and standby for possible advice on the conditions at the entrance to Port Phillip.
4	A12 (Communications Summary)	VHF Channel 12 to be used for any individual recalls

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SAILING INSTRUCTIONS

RACE 1 OF THE 2019 WEST OFFSHORE PRODUCTS COASTAL SPRINT SERIES 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.

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),
- where applicable, the rules and regulations of the Australian Measurement System (AMS) and the IRC Rule Parts A, B and C;
- 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: 0555
- Sunset: 2020

2. NOTICES TO COMPETITORS

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

2.2. Any change to the Sailing Instructions may be posted on the ORCV website (www.orcv.org.au). Any such alterations will be announced after the Sign On Schedule or during the Shipping Advice Broadcast as detailed in *Appendix A Race Communications*.

3. THE START

The start is as described in *Appendix B Start*.

4. THE COURSE

The course is as described in *Appendix C Course*.

5. THE FINISH

The finish is as described in *Appendix D Finish*.

6. PROTESTS & REQUESTS FOR REDRESS

6.1. Protests or requests for redress are to be lodged with an official of the ORCV or the ORCV office no later than 1200 on Monday, 25 November 2019.

6.2. Yachts intending to protest or request redress must inform the Race Director giving any details as may be known at the time using their declarations, on a protest form or by SMS.

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

6.4. All requests for redress involving the official time sheet must be submitted as soon as possible after the posting of the results but no later than 1200 on Monday, 25 November 2019.

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

7. PENALTY SYSTEM

7.1. 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.

7.2. 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.

7.3. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS), including any modification noted in the Notice of Race, at the discretion of the Protest Committee:

- For a minor infringement – 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.

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

8. YACHTS RETIRING

Yachts retiring shall inform the race committee as described in *A11 Yachts Retiring*.

9. SAFETY REGULATIONS

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

9.2. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather, at night or when sailing short-handed.

9.3. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.

9.4. In particular, attention is drawn to Victorian regulations which stipulate the mandatory wearing of lifejackets when on deck during times of heightened risk. This includes crossing a bar, transiting the Heads (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).

9.5. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) while 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.

9.6. 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.

9.7. A yacht that takes such action shall return to the location they started motoring, cease motoring and resume racing as soon as possible. The details of any such action must

be reported to the Race Director on the Declaration after finishing.

9.8. 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 prescribed during the Shipping Advice Broadcast. Yachts found to have impeded the progress of a commercial vessel will be disqualified.

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

9.10. The Race Director may, at their absolute discretion, disqualify a yacht from participating or continuing to participate in the race if they believe that it is unsafe for that yacht to commence or continue to race.

10. UNSUITABLE CONDITIONS

10.1. After commencement of the race, the race can be terminated at the Race Director's discretion.

10.2. The Race Committee may deem the race to be abandoned, rescheduled to another time or shortened.

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

10.4. Termination of the race will be advised by radio on VHF Channel 82.

11. TRACKERS

11.1. The ORCV will operate two tracking systems in this race:-

11.1.1. The Bluewater Tracks satellite based system using equipment which will be delivered to each competitor's designated departure club.

11.1.2. Tack Tracker, a mobile phone based system, on a trial basis.

11.2. If the Tack Tracker trial is successful it will provide ORCV with great flexibility in the conduct of future coastal races. Skippers are asked to download the App and support the trial of this new system. Installation instructions will be forwarded to skippers by separate email.

12. RACE COMMUNICATIONS

Race communications procedures are detailed in *Appendix A Race Communications*.

13. DISCLAIMER OF LIABILITY

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

- 13.2. Acceptance of a yacht as an entrant in the race is not to be taken as express or implied acceptance on the part of the ORCV and/or any of its Flag Officers, committee members, 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.
- 13.3. 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.

14. CREW BEHAVIOUR

- 14.1. All participants are reminded that they are expected to comply with the Australian Sailing member protection policies described in www.sailingresources.org.au/clubresources/memberprotection/.
- 14.2. Skippers are reminded that crew behaviour is their responsibility at all times, including post-race celebrations.

15. APPENDICES

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

Appendix A RACE COMMUNICATIONS

THIS APPENDIX DESCRIBES THE RADIO AND OTHER COMMUNICATIONS PROCEDURES TO BE FOLLOWED DURING THIS RACE.

A1 GENERAL

- A1.1 While racing, a yacht shall neither make nor receive radio communications not available to all yachts. This restriction also applies to mobile telephones and satellite phones.
- A1.2 Yachts with AIS transponders must have them switched on in transmit mode at all times during the race and their return to Melbourne.
- A1.3 It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules.
- A1.4 Yachts must not give false or misleading position reports.
- A1.5 Yachts must not interfere with operation of any tracking units.
- A1.6 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

A2 RACE FREQUENCY

- A2.1 The following VHF channels may be used:

Channel	Usage
82	Pre-race Communications including the sign on schedule Position Reports
12	Shipping Advice Broadcast Premature Starters
73	Finishing
16	Distress & Calling
67	Working, MSI

- A2.2 The following telephone numbers may be used:

Number	Usage
0418 396 465	Race Director's Phone Crew changes & SMS from 22 November until 25 November 2019

- A2.3 The following email addresses may be used:

Email Address	Usage
race.director@orcv.org.au	Race director messages

- A2.4 Yachts are required to monitor VHF Channel 82 starting at 0330 until 0345. This channel may be used to notify yachts of changes to Sailing Instructions.

A3 RACE RADIO STATIONS

- A3.1 ORCV (*Ocean Racing*)

- Pre-race Communications (VHF 82)
- Shipping Advice Broadcast (VHF 12)
- Premature starters (VHF 12)
- Finishing Reports (SMS, VHF 73)
- Heads Exit photographs (SMS)
- Race Declarations (SMS)

- A3.2 Changes to race radio stations may be announced following the Sign-On Schedule.

A4 CREW CHANGES

- A4.1 Late crew changes may be notified by calling the Race Director's mobile telephone between 1800 and 2000 on Friday, 22 November 2019.

- A4.2 When nominating additional crew, the following details are required to be entered in the online entry system: name of crew member, address, age, Australian Sailing membership number, and next of kin details including relationship to crew member, contact address and telephone number.

A5 SIGN ON SCHEDULE

- A5.1 The Sign On schedule will be conducted on Channel 82 commencing at 0315 and concluding no later than 0345 on Saturday, 23 November 2019.

- A5.2 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.

- A5.3 Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts must reply "{yacht name} is a starter, we comply with the Notice of Race, {xx} persons on board, OVER".

- A5.4 Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.
- A5.5 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.
- A5.6 In case of difficulties, yachts should contact the Race Director via an SMS text message to 0418 396 465.

A6 SHIPPING ADVICE BROADCAST

At 0345, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

- A6.1 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 as well.
- A6.2 Yachts should revert to the VHF Channel 82 and VHF Channel 16 when three miles clear of the Heads.

A7 PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

A8 POSITION REPORT

- A8.1 Yachts must call *Ocean Racing* on Channel 73 and report their time and position when, having rounded the Westernport Fairway Buoy, they cross the southern extension of an imaginary line between Cape Schanck Light and Pulpit Rock. The approximate bearing of this transit is 353 degrees True.
- A8.2 Yachts will report their position in degrees and whole minutes only.

A9 FINISHING REPORT

- A9.1 When a yacht estimates that it will cross the finish line within approximately 30 minutes, it must call *Ocean Racing* on Channel 73 advising their location and estimated time of finish.
- A9.2 A further call should be made on VHF Channel 73 when approximately 5 minutes from the finish line. Yachts must then stand by on Channel 73 ready to receive any information which may be provided by ORCV regarding conditions at the entrance to Port Phillip Bay.

A10 RADIO FAILURE

In the event of VHF radio failure yachts should contact the race director by mobile phone.

A11 YACHTS RETIRING

- A11.1 Should a yacht retire from the race, every effort must be made to advise *Ocean Racing* as soon as possible and to give the following information:
- Time & position at the time of retirement
 - Reason for retirement
 - The state of the crew
 - The port to which the yacht is retiring.
- A11.2 Yachts that retire shall continue to monitor the race frequency and respond to any radio messages from *Ocean Racing* until such time as they reach a safe harbour.
- A11.3 Within two hours of arrival at a safe harbour, contact must be made with ORCV (*Ocean Racing*) by radio or the Race Director's phone to confirm safe arrival.
- A11.4 Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A12 SUMMARY

Date	Time	Action	Channel	Station	Ref
22 November	1800-2000	Crew Changes	0418 396 465	Race Director	SI A4
23 November	0315-0345	Sign-On Schedule	VHF Channel 82	Race Director	SI A5
23 November	0330-0345	Monitor	VHF Channel 82	Ocean Racing	SI A3
23 November	0345	Shipping Advice	VHF Channel 12	Ocean Racing	SI A6
23 November	0355-0400	Starting Sequence		Ocean Racing	SI B4
23 November	0400	Individual recalls may be notified	VHF Channel 12	Ocean Racing	SI A7
Cape Schanck – Pulpit Rock Transit		Time and position Report	VHF Channel 73	Ocean Racing	SI A8.1
Finish – 30 minutes		Finishing Report	VHF Channel 73	Ocean Racing	SI A9.1
Finish – 5 minutes out and standby for possible advice conditions at the entrance to Port Phillip.		Imminent finish	VHF Channel 73	Ocean Racing	SI A9.2

Appendix B START

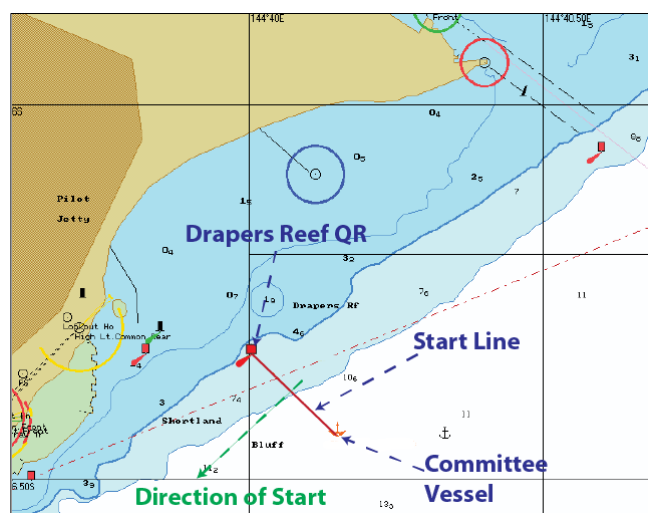
THIS APPENDIX CONTAINS INFORMATION ABOUT THE STARTING LINE AND THE STARTING PROCEDURES. NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR ILLUSTRATIVE PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS SHOWN MAY VARY ON THE DAY.

B1 START TIME

- B1.1 The start time will be 0400 on Saturday, 23 November 2019 in the vicinity of Drapers Reef, Queenscliff, always allowing the Race Committee, at their discretion, to postpone to another time.
- B1.2 Yachts may elect to start up to 30 minutes after the start signal.

B2 STARTING LINE

- B2.1 The Starting Line shall be an imaginary line between a Quick Flashing Red (QR) Light on the Drapers Reef Pile and a vessel or a buoy with a rotating blue light approximately 300 metres to the south east.



- B2.2 In the event of rough weather or other unforeseen difficulties, the vessel or buoy may not be in position. In this case the starting line will be an extension of an imaginary line from a rotating amber light on shore and the Draper's Reef Light, this line running almost east to west to a distance not exceeding 400 metres.
- B2.3 Yachts shall start in a South-Westerly direction.

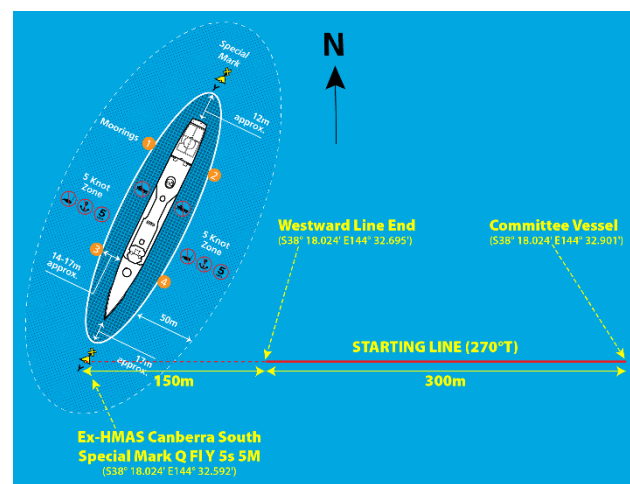
B3 ALTERNATIVE STARTING LINE

- B3.1 If the Race Committee determines it necessary, an Alternative Starting Line may be announced by the Race Director.
- B3.2 If the Alternative Starting Line is to be used, this will be announced at the Sign-On

Schedule along with a revised start time to enable competitors to reach the start location.

The Alternative Starting Line shall be an imaginary line beginning 150m to the East of the Quick Flashing Special Mark (Q FI Y 5s 5M) at the seaward end of the Ex-HMAS Canberra Dive Site and a vessel with a rotating blue light approximately 450 metres to the East.

- B3.3 The Quick Flashing Special Mark is located at approximately S38° 18.024' E144° 32.592'. The inner (westward) end of the starting line is at approximately S38° 18.024' E144° 32.695'. The outer (eastward) end of the starting line is at approximately S38° 18.024' E144° 32.901'.



- B3.4 After clearing the Heads on the way to the start, yachts will set their radios to VHF Channel 82 in case further instructions need to be given to the fleet. All such notices will be given on VHF Channel 82 until the start has completed.
- B3.5 If the start vessel is unable to be present, the start sequence will be conducted by radio on VHF Channel 82.

B4 START PROCEDURE

- B4.1 Races will be started using the following signals with flares replacing flags as visual signals.

0355 Warning Signal (white flare)
0400 Starting Signal (green flare)

There will be no Preparatory or One Minute signals (amends RRS 26).

- B4.2 Individual recalls may be signalled by one white flare. Premature starters may be identified on VHF Channel 12 (amends RRS 29.1).
- B4.3 There will be no General Recall (amends RRS 29.2).

B5 POSTPONEMENTS

- B5.1 A postponement may apply at the sole discretion of the Race Director.
- B5.2 Postponements will be announced by SMS to each yacht on their primary registered contact phone. In addition, an announcement may be made on VHF Channel 82 before the Sign-On Schedule (amends RRS 27.3).

Appendix C COURSE

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED. NOTE: THE POSITIONS GIVEN ARE APPROXIMATE.

C1 COURSE

For races starting inside Port Phillip Heads at the starting line described in SI B2:

- Starting line,
- Leave ORCVC (Virtual Channel Clearing Mark) to Port, avoiding the Heads Exclusion Zone as described in SI C3,
- Westernport Fairway Buoy (starboard rounding) at the entrance to the Western Channel at approximately S38.30.213 E145.05.376.
- Then to the finishing line off Portsea Back Beach as described in SI D2.

C2 ALTERNATIVE COURSE

C2.1 In exceptional circumstances, the Race Director may specify an alternative course for use if required.

C2.2 Any such course shall be published on the ORCV web site no later than 1000 hours on Friday 22 November 2019.

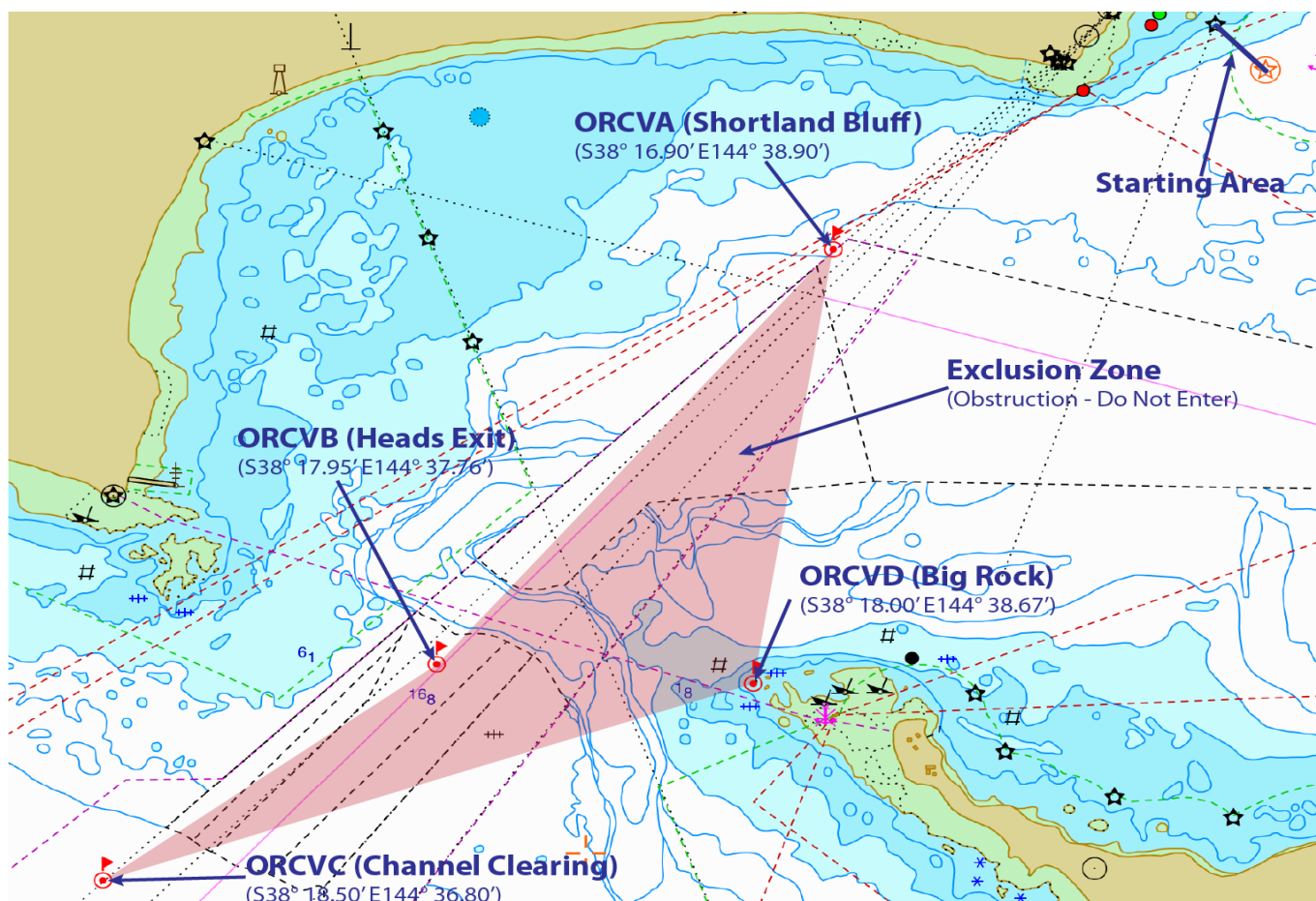
C2.3 The main contact specified in Top Yacht for each yacht will also be advised by SMS if an alternative course is posted.

C3 HEADS EXCLUSION ZONE

C3.1 Yachts are required to keep out of the main channels in Port Phillip Heads and to avoid obstructing shipping.

The area bounded by the following locations, shown in the diagram below, is an obstruction:

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



- C3.2 Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 7.3.
- C3.3 Yachts are required to record their track through the heads using their chart plotter or similar device, and to take a photograph of this

track to demonstrate compliance with the Heads Exclusion Zone provisions in this appendix. This photograph must be submitted to the Race Director on request.

Appendix D FINISH

THIS APPENDIX DESCRIBES THE FINISHING LINE AND THE POST-FINISHING PROCEDURES. NOTE: THE POSITIONS GIVEN ARE APPROXIMATE.

D1 REPORTING

- D1.1 Each yacht is required to notify Ocean Racing on Channel 82 when they are about 30 minutes from the finish line, advising their location and estimated time of arrival at the finishing line.
- D1.2 After the 30 minutes report, radios should be tuned to VHF Channel 73 to enable communications with the finishing line.
- D1.3 As a yacht approaches the finishing line and no later than 5 minutes out, they should call to *Ocean Racing* on VHF Channel 73 to report their imminent arrival.
- Note: This is especially important at night or when visibility is limited. Yachts that fail to make this call in a timely manner may not receive an accurate finishing time.
- D1.4 After finishing, radios shall be left on Channel 73 for the purpose of receiving information which may be provided by ORCV regarding conditions at the entrance to Port Phillip.

D2 FINISHING LINE

- D2.1 The finishing line, lies on the transit bearing approximately 25 degrees True between the buoys clustered in the vicinity of S38 21 64 E144 41 50 and the Mount Levy Tower.
- D2.2 Yachts must finish in a westerly direction leaving all of the buoys to port at a distance of not more than 0.7 NM.

D3 FINISHING PROCEDURE

- D3.1 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 record details of any boats which may be finishing in close proximity.

D4 DECLARATIONS

- D4.1 Each yacht is required to lodge a declaration on the form provided in *Appendix E Race Declaration* with ORCV as soon as practical, and within 24 hours of finishing the race.
- D4.2 Declarations may be handed manually or sent by email or SMS as a photograph or PDF to the Race Director.
- D4.3 If a skipper is uncertain as to whether a rule has been breached, they should report the circumstances on the back of this declaration form.

D5 POST RACE FUNCTION.

- D5.1 Yachts are invited to berth overnight Blairgowrie Yacht Squadron (BYS), joining competitors from the Latitude race in social activity.
- D5.2 Mooring at BYS after the race is at the direction of BYS volunteers.

D6 PRESENTATION

Results will be announced at 1930 hours on 23 November 2019 including acknowledgement of trophy winners with a bottle or wine from sponsors Chirping Bird Wines.

D7 TIDES

 The Rip, VIC – November 2019

 PRINT TABLE

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

THU 21 NOV			FRI 22 NOV			SAT 23 NOV			SUN 24 NOV			MON 25 NOV			TUE 26 NOV			● WED 27 NOV		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
3:16 am	5:58 am	+3.97		12:14 am	-4.66		1:22 am	-4.18	12:08 am	2:39 am	-3.77	1:39 am	4:04 am	-3.61	3:02 am	5:27 am	-3.77		12:16 am	+4.25
9:51 am	12:25 pm	-4.38	4:05 am	6:49 am	+3.64	5:01 am	7:52 am	+3.31	6:11 am	9:11 am	+3.05	7:35 am	10:34 am	+2.93	9:01 am	11:48 am	+2.97	4:10 am	6:38 am	-4.08
3:59 pm	6:33 pm	+2.86	10:34 am	1:09 pm	-4.35	11:23 am	2:01 pm	-4.38	12:17 pm	3:00 pm	-4.51	1:16 pm	4:06 pm	-4.79	2:15 pm	5:10 pm	-5.21	10:12 am	12:53 pm	+3.09
9:27 pm			4:56 pm	7:46 pm	+2.82	6:04 pm	9:05 pm	+2.99	7:18 pm	10:19 pm	+3.37	8:27 pm	11:22 pm	+3.83	9:28 pm			3:11 pm	6:06 pm	-5.64
			10:40 pm															10:22 pm		

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 2019 West Offshore Products Coastal Sprint Race 1 and have noted any required declarations below.

- ☐ 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]