

SAILING INSTRUCTIONS

2019 LATITUDE SERIES OCEAN YACHT RACE



LATITUDE OCEAN
ORCV OCEAN EVENT

Version 1.01 Final

AMENDMENTS

Number	Instructions Changed	Summary of Amendment
1	A8.1	Error in routine position reporting schedules corrected to be consistent with the summary given in A14. The corrected times are 1135, 1235, 1335 and 1435.
2	A8.3	The position reported by yachts when called at the times given in 8.1 (above) shall be at the half hour prior to the commencement of the schedule. (eg during the schedule commencing at 1135, yachts shall give their position as at 1130)

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SAILING INSTRUCTIONS

THE 2019 LATITUDE SERIES OCEAN 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, INC.

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),
- 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.

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 at the end of the Sign-On Schedule or the Shipping Advice Broadcast.

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

3. THE START

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

4. THE COURSE

The course is as described in *Appendix C Course*

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5. THE FINISH

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

6. TIME LIMIT

Yachts must be to the North East of an imaginary line connecting Point Lonsdale Light (S38° 17.522' E144° 36.834') and Corsair Rock (S38° 18.018' E144° 38.463') by 1800. Any yacht not on the Bay side of this line by this time shall be scored DNF. This changes RRS 35.

7. PROTESTS & REQUESTS FOR REDRESS

7.1. 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.

7.2. 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.

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

7.4. 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.

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

8. PENALTY SYSTEM

8.1. 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.

8.2. 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.

8.3. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS) at the discretion of the Protest Committee:

- For a minor infringement – 10 minutes
- For a significant infringement – 30 minutes
- For a serious infringement – the penalty will rest with the protest committee and may result in a time penalty or disqualification.

8.4. 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. (This complements RRS 64.1 and amends RRS 44.3).

9. YACHTS RETIRING

Yachts retiring shall inform the race committee as described in A13 Yachts Retiring.

10. SAFETY REGULATIONS

- 10.1. The Safety Category and regulations are as set out in the Notice of Race.
- 10.2. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.
- 10.3. 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.
- 10.4. 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).
- 10.5. 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.
- 10.6. 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.
- 10.7. 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.
- 10.8. 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

deemed to have impeded the progress of a commercial vessel will be disqualified.

- 10.9. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.
- 10.10. 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.

11. UNSUITABLE CONDITIONS

- 11.1. If, in the opinion of the race director, it is imprudent to send the fleet through Port Phillip Heads, then the race may be postponed to another time or the alternative Bay course used.
- 11.2. After commencement of the race, the race can be terminated at the race director's discretion.
- 11.3. The race organising authority may deem the race to be abandoned, rescheduled at another time or shortened.
- 11.4. Prorated positions may be used to determine a result for the race and/or for any series.
- 11.5. Termination of the race will be advised by radio communications or satellite phone as available.

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. APPENDICES

The attached Appendices A, B, C and D 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.
- A1.2 It is compulsory for yachts to respond to all scheduled radio communications, including the Sign-On Schedule and the Position Schedules. Yachts must also initiate calls for Latitude Turning Report, Bay Return Report and Finishing Report.
- A1.3 Yachts must not give false or misleading position reports.

A2 RACE FREQUENCIES

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

Channel	Usage
82	All race communication except as noted below
12	Shipping Advice Broadcast Premature Starters
16	Distress & Calling
67	Working, MSI

- A2.2 Radio communications for this race will be on VHF Channel 82, the Race Frequency, unless yachts are directed to alternate frequencies by one of the race radio stations listed below.
- A2.3 VHF Channel 12 will be used for the Shipping Advice Broadcast and may be used to notify premature starters.
- A2.4 Yachts must monitor the Race Frequency at all times during the race when further than 3 miles from the Heads. Instructions and changes to Turning Latitudes may be broadcast at any time.
- A2.5 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.
- A2.6 The Race Director or others of the Race Committee will be available on 0418 396 605, the Race Director's Phone.

- A2.7 When mobile or satphone coverage is available, the Race Director may be contacted on the Race Director's phone.

A3 RACE RADIO STATIONS

- A3.1 All schedules, including crew changes, the Sign-On Schedule, Routine Position Reporting Schedules, Latitude Rounding Schedules and Bay Return Schedule will be conducted by ORCV using the call sign *Ocean Racing*.
- A3.2 Any other yacht or station nominated by *Ocean Racing* will provide assistance where necessary.
- A3.3 Changes to race radio stations may be announced following the Sign-On Schedule.

A4 CREW CHANGES

- A4.1 Late crew changes shall be notified by calling the ORCV Race Director's mobile telephone between 1800 and 2100 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, PLB number and next of kin details including relationship to crew member, contact address and telephone number.

A5 SIGN-ON SCHEDULE

- A5.1 A sign-on schedule will be conducted on the Race Frequency by *Ocean Racing* commencing at 0835 and concluding no later than 0945 on Saturday, 23 November 2019.
- A5.2 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".
- A5.3 Yachts that do not respond on the first call must wait until they are called again at the end of the schedule.
- A5.4 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.

- A5.5 In case of difficulties, yachts should contact the Race Director via an SMS text message.
- A5.6 The course to be sailed and the applicable set of Turning Latitudes will be announced at the end of this schedule.
- A5.7 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.

A6 SHIPPING ADVICE BROADCAST

- A6.1 At 1015, *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 as well.
- 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 POSITION SCHEDULES

- A8.1 Routine Position Reporting Schedules will take place at 1133, 1235, 1335 and 1435.
- A8.2 It is mandatory that all yachts participate in each Position Schedule while racing and report their position when called.
- A8.3 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 follows:

[Yacht Name]'s position was dd mm ddd mm, OVER

The position given must be as at the half hour prior to the commencement of the schedule.

- A8.4 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.
- A8.5 Failure to answer a Position Schedule on time shall require written explanation of the reasons why the schedule(s) was missed and yachts may be subject to a 5% penalty for any such failure.

A9 LATITUDE TURNING REPORT

- A9.1 Yachts are required to call *Ocean Racing* within 5 minutes of reaching their designated turning latitude. This call must receive an acknowledgement.
- A9.2 Any change to the applicable set of Turning Latitudes announced after the Sign-On Schedule, which may be necessitated by prevailing weather conditions, may be broadcast at any time while yachts are on the outbound leg.

A10 BAY RETURN REPORT

- A10.1 Yachts are required to call *Ocean Racing* within five minutes of crossing the imaginary line connecting Point Lonsdale Light (S38° 17.522' E144° 36.834') and Corsair Rock (S38° 18.018' E144° 38.463') to confirm they have returned to Port Phillip.
- A10.2 This call must receive an acknowledgement.

A11 FINISHING REPORT

- A11.1 Yachts are required to call *Ocean Racing* on the Race Frequency as they approach the Finishing Line.
- A11.2 Yachts shall then leave their radio on the Race Frequency for confirmation by *Ocean Racing* that they have finished.
- A11.3 Radios should be left on until the yacht has berthed at Blairgowrie Yacht Squadron.
- A11.4 Yachts not returning to Blairgowrie must advise their intentions to the Race Director on the Race Frequency or mobile phone and must send an SMS to the Race Director's phone once they have reached their destination.

A12 RADIO FAILURE

In the event of a VHF radio failure, yachts should use their mobile phones to notify the Race Director.

A13 YACHTS RETIRING

- A13.1 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.

A13.2 Yachts that retire shall maintain their Position Schedules and any relevant Reports and 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.


A13.3 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.


A13.4 Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A14 SUMMARY


Date	Time	Action	Channel	Station
22 November	1800-2100	Crew Changes	T:0418 396 605	Race Director
23 November	0835-0945	Sign-On Schedule	VHF Channel 82	Ocean Racing
23 November	1015	Shipping Advice	VHF Channel 12	Ocean Racing
23 November	1025-1030	Starting Sequence	VHF Channel 12	Ocean Racing
23 November	1030	Individual recalls may be notified	VHF Channel 12	Ocean Racing
23 November	1135	Position Schedule	VHF Channel 82	Ocean Racing
23 November	1235	Position Schedule	VHF Channel 82	Ocean Racing
23 November	1335	Position Schedule	VHF Channel 82	Ocean Racing
23 November	1435	Position Schedule	VHF Channel 82	Ocean Racing
23 November	Latitude Turn	Turning Report	VHF Channel 82	Ocean Racing
23 November	Bay Return	Bay Return Report	VHF Channel 82	Ocean Racing
23 November	Approach Finish	Finishing Report	VHF Channel 82	Ocean Racing

A15 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 B START

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

B1 START TIME

The start time will be 1030 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.

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 yacht or a buoy with a rotating blue light approximately 300 metres to the south east as shown in the diagram below.
- B2.2 The direction of start for the ocean course will be to the south west and for the alternative Bay course, it will be to the north east.
- B2.3 In the event of rough weather or other unforeseen difficulties, the yacht 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.

B3 START PROCESS

- B3.1 Races will be started in accordance with RRS 26, except that flares will be used in lieu of sound signals.

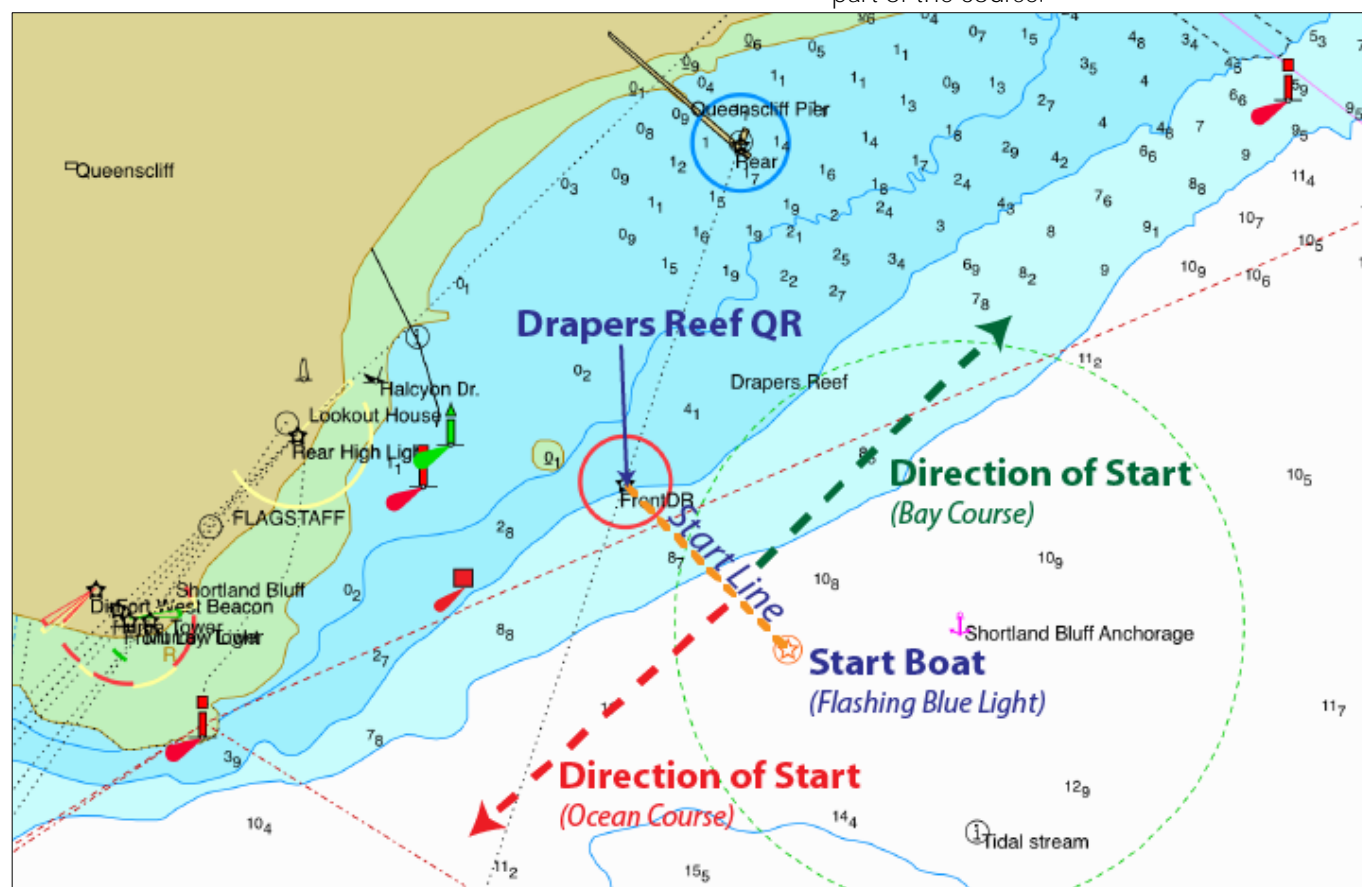
1025 Preparatory Signal, White flare
1030 Starting Signal, Green flare

This changes RRS 26.

- B3.2 Individual recalls shall be signalled by one white flare.
- B3.3 Premature starters may be identified on VHF Channel 12 (see *Appendix A Race Communications*). This amends RRS 29.1
- B3.4 There will be no General Recall. This amends RRS 29.2.

B4 POSTPONEMENTS

A postponement may apply if a Bureau of Meteorology Gale Warning is forecast for any part of the course.



Appendix C COURSE

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED. 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.

C1 OCEAN COURSE

C1.1 In normal circumstances, an ocean course will be set as follows:

- Through the Starting Line as described in *B2 Starting Line*.
- Through Port Phillip Heads, avoiding the obstruction described in *C2 Heads Exit Obstruction Zone*.
- To any point on the Latitude Line designated for each yacht in the Fleet List.
- Returning through Port Phillip Heads leaving to Starboard a virtual Mark 'M' at Corsair Rock.
- Then to a finish line off Portsea Pier as described in *Appendix D Finish*.

C1.2 Mark 'M' is a virtual buoy at the position of Corsair Rock at approximately S38° 18.018' E144° 38.463'.

C1.3 Yachts should be aware that an approach to Corsair Rock along the South Eastern shoreline may lead over other rocks and shoals.

C1.4 While it is not a requirement to keep clear of the Obstruction Zone on re-entry to the Bay, yachts shall not obstruct ships entering or leaving the Bay or in channels at any time (see 10.5).

C2 HEADS EXIT OBSTRUCTION ZONE

C2.1 Yachts are required to keep out of the main channels in the Heads and to avoid obstructing shipping.

C2.2 The area bounded by the following locations is an obstruction (see diagram on the following page):

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'

C2.3 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.

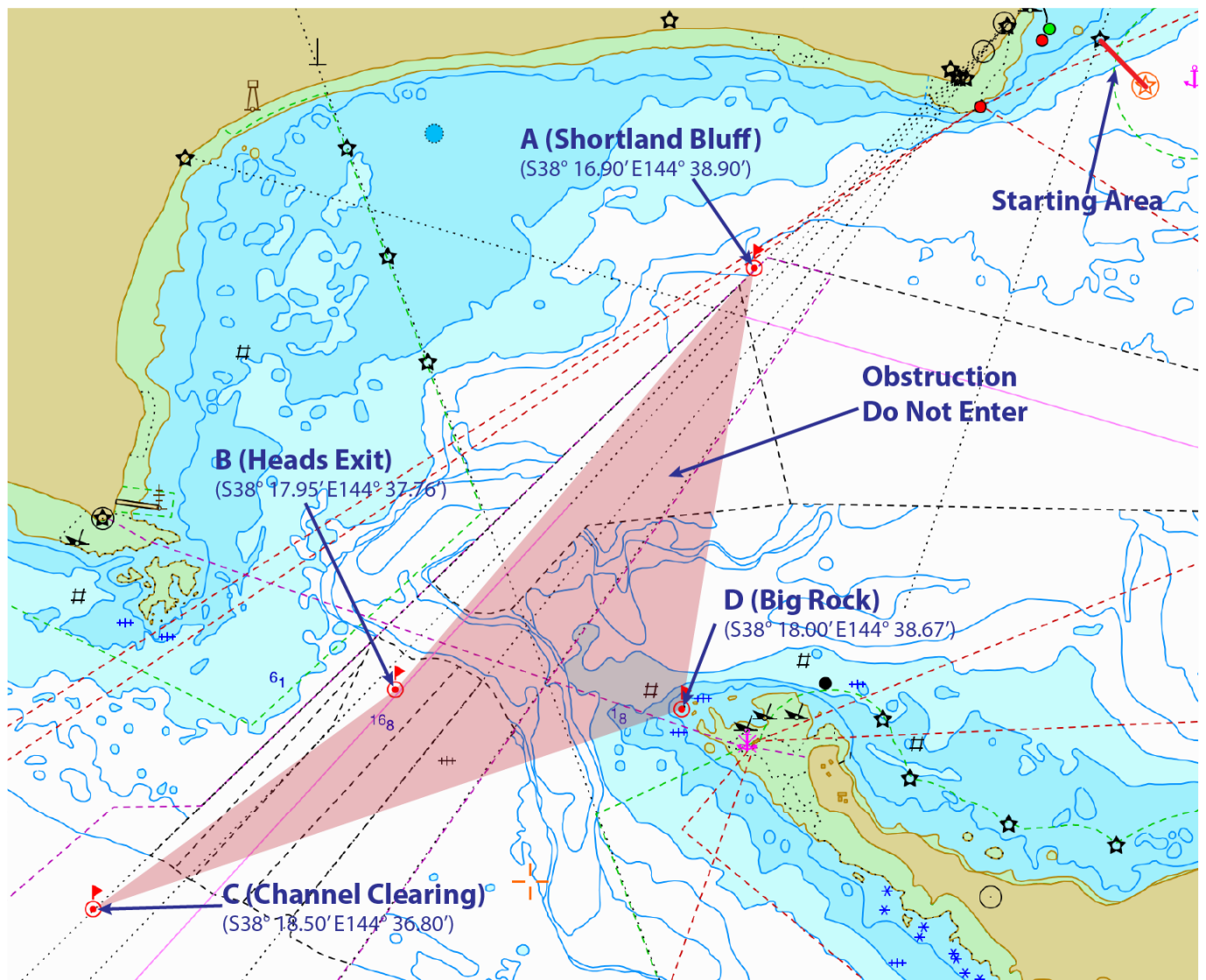
C2.4 Yachts are required to submit a smart phone photograph by SMS to the Race Director on 0418 396 605 showing compliance with the Heads Exit provisions in this appendix.

C2.5 Once clear of the Heads and past location C (refer to the diagram below), yachts may sail any course they please but must keep clear of ships approaching the Heads.

C3 ALTERNATIVE BAY COURSE

In exceptional circumstances, an alternative Bay course may be set as follows:

- Through the Starting Line as described in *Appendix B Start*.
- Leaving to port the Popes Eye South Cardinal Mark at approximately S38° 17.326' E144° 41.280'.
- Leaving to starboard the Popes Eye Annulus at approximately S38° 16.581' E144° 41.899'.
- Leaving to port the West Channel Pile at approximately S38° 11.574' E144° 45.395'.
- To any point on the designated latitude line for each yacht in Fleet List, which will be announced if required.
- Leaving to starboard the South Channel Mark 19 at approximately S38° 20.126' E144° 54.479'.
- Leaving to starboard the Sorrento Channel Mark 12 at approximately S38° 21.109' E144° 48.508'.
- Leaving to starboard the Sorrento Channel Mark 10 at approximately S38° 21.336' E144° 47.313'.
- Thence to a finish line off Blairgowrie Marina as described in *Appendix D Finish*.

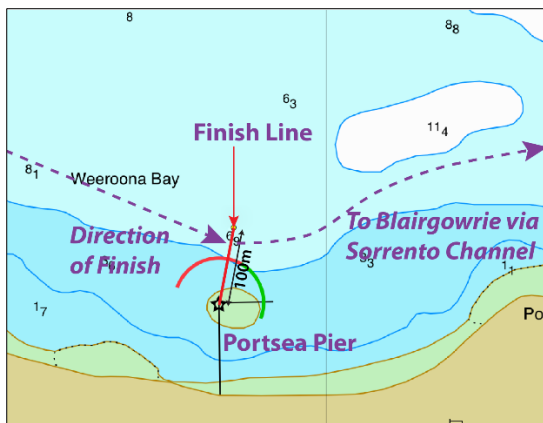


Appendix D FINISH

THIS APPENDIX DESCRIBES THE FINISHING LINE AND THE POST FINISHING PROCEDURES. NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS SHOWN MAY VARY ON THE DAY.

D1 FINISHING LINE

- D1.1 For the ocean course, the Finishing Line shall be an imaginary line extending 100 metres and bearing 000° magnetic from the navigational beacon at the north west corner of the Portsea Pier (see the diagram below).



- D1.2 For the alternative Bay course, the Finishing Line shall be between the Day-Glo Orange Post located on the Blairgowrie Yacht Squadron Tower and the cone buoy (BYS #0) located at approximately S38° 21.265' E144° 46.565'. When finishing boats shall pass between the Red Navigation Pile adjacent to the Blairgowrie Safe Harbour and BYS #0 (see the diagram opposite).
- D1.3 Yachts approaching the finishing line are required to report their position as described in *A11 Finishing Report*.
- D1.4 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.

D2 MOORING INFORMATION

Mooring at Blairgowrie Yacht Squadron after the race is at the direction of BYS volunteers.

D3 PRESENTATION

Results will be announced at 1930 on Saturday, 23 November 2019 or as advised at Blairgowrie Yacht Squadron.

D4 CREW BEHAVIOUR

- D4.1 Skippers are reminded that crew behaviour is their responsibility at all times, including post-race celebrations.
- D4.2 No flares of any type are to be fired while the yacht is moored at Blairgowrie Yacht Squadron. 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.

