

2023-2024

West offshore Products Coastal Sprint Series

Sailing Instructions



Amendments

Version	Instructions Changed	Summary of Amendment

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Sailing Instructions

The 2023-24 West Offshore Products Coastal Sprint Series Races 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 and in accordance with the Notice of Race.

1. Rules

- 1.1. The rules for the race shall be:
- The 2021-2024 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 a yacht is entered under AMS, the rules and regulations of the Australian Measurement System (AMS),
 - Where a yacht is entered under ORC, the rules and regulations of the Offshore Rating Congress (ORC),
 - The International Regulations for Preventing Collisions at Sea,
 - The Notice of Race,
- except as amended by these Sailing Instructions.
- 1.2. All times in these Sailing Instructions are Australian Eastern Standard Time (AEST) 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:

Race	Start Date	Sunrise	Sunset	Zone
1	Saturday 16 September 2023	0618	1810	AEST
2	Saturday 25 November 2023	0553	2020	AEDT
3	Saturday 20 April 2024	0652	1746	AEST

2. Notices to Competitors

- 2.1. Notices to competitors will be posted on the ORCV 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

- 3.1. The start is as described in Appendix B: Appendix B: Start.

4. The Course

- 4.1. The course is as described in Appendix C: Courses.
- 4.2. Please note this course includes mostly virtual marks and, as part of a validation process, competitors are required to record their rounding/passing times for a number of marks and if requested, part of their Race Declaration. **Yachts which do not lodge completed Declaration Forms may be disqualified and scored DNF.**

5. The Finish

- 5.1. The finish is as described in Appendix D: Finish.

6. Protests and Requests for Redress

- 6.1. Protests or requests for redress are to be lodged with an official of the ORCV or emailed to the ORCV office no later than 1200 hrs on the Monday following the relevant race in the series.
- 6.2. A yacht intending to protest or request redress shall inform the Race Director giving any details as may be known at the time using their declarations, on a protest form or by SMS to 0418396605.
- 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 hrs on the Monday following the relevant Race in the series.
- 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:

Breach	Penalty
For a minor infringement	15 minutes

Breach	Penalty
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 by the race director 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

- 8.1. Yachts retiring shall inform the Race Director as described in A12 Yachts Retiring.

9. Safety regulations

- 9.1. The Safety Category and regulations are as set out in the Notice of Race.
- 9.2. No anchor shall be carried on deck forward of the stem or with any part protruding outboard.
- 9.3. 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.
- 9.4. The crew of yachts sailed Double Handed shall wear lifejackets at all times when on deck.
- 9.5. 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, 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).
- 9.6. 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.
- 9.7. 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.
- 9.8. 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.
- 9.9. 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.
- 9.10. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.

- 9.11. The Race Director may, at her or his 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. Arrangements for shortening course are detailed in Appendix C.
- 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. Race Communications

- 11.1. Race communications procedures are detailed in Appendix A: Race Communications.

12. Disclaimer of Liability

- 12.1. All those taking part in this race do so at their own risk and responsibility.
- 12.2. 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.
- 12.3. Attention is drawn to Fundamental Rule 3 "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.

13. Crew Behaviour

- 13.1. All participants are reminded that they are expected to comply with ORCV's Member Protection Policy and Code of Conduct. For more information refer to <https://www.orcv.org.au/club/member-and-participant-protection>
- 13.2. Skippers are reminded that crew behaviour is both the skipper and all the crew's responsibility to manage, at all times including during any deliveries or pre and post race social events.

14. Appendices

- 14.1. 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 phones and satellite phones.
- A1.2. AIS transponders shall be switched on in transmit mode with boat name and MMSI displayed at all times during the race and 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 shall not give false or misleading position reports.
- A1.5. Yachts shall not interfere with operation of any tracking units.
- A1.6. Yachts shall monitor VHF Channel 16 at all times when not actually using the radio with other channels. **If standing by on another VHF channel, yachts shall still maintain a continuous listening watch on VHF Channel 16 by a suitable method such as dual watch or scanning or multiple radios.**

A2 Race Frequency

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

VHF Channel	Usage
82	Race Communications other than Shipping Advice Broadcast and Premature Starters
12	Shipping Advice Broadcast
16	Distress & Calling
67	Working, Maritime safety Information

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

Number	Usage
0418 396 605	Race Director's Phone

- A2.3. The following email address shall be used for any email communications with Race Officials:

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

A3 Crew Changes

- A3.1. Late crew changes shall be notified by calling or SMS the Race Director's mobile phone within 48 hours of the start.
- A3.2. 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 phone number.

A4 Pre Race Monitoring, Sign On Schedule and Course Selection

- A4.1. Yachts are required to monitor VHF Channel 82 for pre race communications including any changes to Sailing Instructions including radio frequencies. Refer A13 for further details.
- A4.2. The Sign On schedule will be conducted on Channel 82. The selected course for the race will be announced at the commencement of the sign on schedule and again at the end of the first call of the yachts. Refer A13 for further details.
- A4.3. Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts shall reply

"{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 shall wait until they are re-called 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 shall contact the Race Director via a phone call or SMS text message to 0418 396 605.

A5 Shipping Advice Broadcast

- A5.1. Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12, this will include confirmation if the Pilot Boarding Ground exclusion zone is to be used. Refer A13 for further details.
- A5.2. 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.
In addition, yachts shall still maintain a continuous listening watch on VHF Channel 16.
- A5.3. Yachts may cease monitoring VHF Channel 12 when three miles clear of the Heads.

A6 Premature Starters

- A6.1. Premature starters may be identified on VHF Channel 12.

A7 Position Reporting Schedule

- A7.1. Position Reports have been scheduled commencing 1400 and 1700. One or more of these schedules may be deleted by the Race Director if not required for course shortening purposes.
- A7.2. Yachts, called in alphabetical order on VHF Channel 82 by Ocean Racing, shall report their position at the start of the relevant position reporting schedule in degrees and whole minutes only.

{Yacht Name} Position {ddmm dddmm} OVER

A8 Shortened Course Announcement(S)

- A8.1. Decisions by the Race Director to shorten course shall be announced during the Position Reporting Schedules as appropriate.

A9 Finishing Report

- A9.1. Unless shorten course applies, yachts shall call Ocean Racing on Channel 82 as they pass through the finishing gate which is located approximately 2 miles before the finish.
- A9.2. A further call shall be made on Channel 82 as yachts cross the finish line in accordance with the finishing procedures set out in Appendix D and yachts shall then stand by on Channel 82 ready to receive any information which may be provided by ORCV regarding conditions at the entrance to Port Phillip Bay.

A10 Ad Hoc Communications

A10.1. Ocean Racing will monitor VHF repeater Channel 82 as much as possible..

A10.2. A yacht needing to make emergency contact at any time should call the Joint Rescue Co-Ordination Centre Australia (JRCC) or Marine Radio Victoria using the standard VHF or HF calling frequencies listed in the following table.

Frequency	AMSA/JRCC	Marine Radio Victoria
VHF 16	N/A	24*7
VHF 67	N/A	24*7
VHF 70 (DSC)	N/A	24*7
4125 kHz	Night	Any time
6215 kHz	Day or Night	Any time
8291 kHz	Day	Any time
12290 kHz	Day	N/A

Note: these frequencies are also distress frequencies. For longer communications, a switch to another frequency may be required once communications have been established.

A10.3. In addition, the following phone numbers are available for **emergency** use by mobile or satellite phone.

Number	Purpose
112 or 000	Emergency services
1800 641 792	Search and rescue
+61 2 6230 6811	AMSA / JRCC

A10.4. If you have issued either a **MayDay** or a **Pan Pan**, please activate your boat EPIRB to enable AMSA / JRCC to determine and monitor your position.

A11 Radio Failure

A11.1. In the event of VHF radio failure yachts shall contact the race director by mobile phone.

A12 Yachts Retiring

A12.1. 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.

A12.2. 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.

A12.3. Within two hours of arrival at a safe harbour, contact shall be made with ORCV (Ocean Racing) by radio or the Race Director's phone to confirm safe arrival.

A12.4. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A13 Summary

Race 1 – 15th September, 2023

Date	Time	Action	Channel	Station	Ref
Friday 15th September	1800 to 2000	Crew Changes	0418 396 605	Race Director	SI A3
Saturday 16th September	0700-0800	Pre Race Monitoring	VHF Channel 82	Race Director	SI A4
Saturday 16th September	0745-0800	Announcement of Course Selection Sign-On Schedule and monitor.	VHF Channel 82	Race Director	SI A4
Saturday 16th September	0845	Shipping Advice and confirmation of Pilot Boarding Ground Exclusion zone	VHF Channel 12	Race Director/VTs	SI A5
Saturday 16th September	0855-0900	Starting Sequence	VHF Channel 12	Start Boat	SI B4.1
Saturday 16th September	0900	Individual recalls may be notified	VHF Channel 12	Start Boat	SI B4.2
Saturday 16th September	1200	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 16th September	1500	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 16th September	On passing finish gate	Report	VHF Channel 82	Ocean Racing	SI A9
Saturday 16th September	Finishing	Report and continue to monitor radio	VHF Channel 82	Ocean Racing	SI A9

Race 2 – 25th November

Date	Time	Action	Channel	Station	Ref
Friday 24th November	1800 to 2000	Crew Changes	0418 396 605	Race Director	SI A3
Saturday 25th November	0500-0545	Pre Race Monitoring	VHF Channel 82	Race Director	SI A4
Saturday 25th November	0545-0630	Announcement of Course Selection Sign-On Schedule and monitor.	VHF Channel 82	Race Director	SI A4
Saturday 25th November	0645	Shipping Advice and confirmation of Pilot Boarding Ground Exclusion zone	VHF Channel 12	Race Director/VTs	SI A5
Saturday 25th November	0655-0700	Starting Sequence	VHF Channel 12	Start Boat	SI B4.1
Saturday 25th November	0700	Individual recalls may be notified	VHF Channel 12	Start Boat	SI B4.2
Saturday 25th November	1100	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 25th November	1400	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 25th November	On passing finish gate	Report	VHF Channel 82	Ocean Racing	SI A9
Saturday 25th November	Finishing	Report and continue to monitor radio	VHF Channel 82	Ocean Racing	SI A9

Race 3 – 20th April

Date	Time	Action	Channel	Station	Ref
Friday 19th April	1800 to 2000	Crew Changes	0418 396 605	Race Director	SI A3
Saturday 20th April	0800-0845	Pre Race Monitoring	VHF Channel 82	Race Director	SI A4
Saturday 20th April	0845-0900	Announcement of Course Selection Sign-On Schedule and monitor.	VHF Channel 82	Race Director	SI A4
Saturday 20th April	0945	Shipping Advice and confirmation of Pilot Boarding Ground Exclusion zone	VHF Channel 12	Race Director/VTs	SI A5
Saturday 20th April	0955-1000	Starting Sequence	VHF Channel 12	Start Boat	SI B4.1
Saturday 20th April	1000	Individual recalls may be notified	VHF Channel 12	Start Boat	SI B4.2
Saturday 20th April	1300	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 20th April	1600	Position Report, Shorten Course	VHF Channel 82	Race Director	SI A7, A8
Saturday 20th April	On passing finish gate	Report	VHF Channel 82	Ocean Racing	SI A9
Saturday 20th April	Finishing	Report and continue to monitor radio	VHF Channel 82	Ocean Racing	SI A9

Appendix B: Start

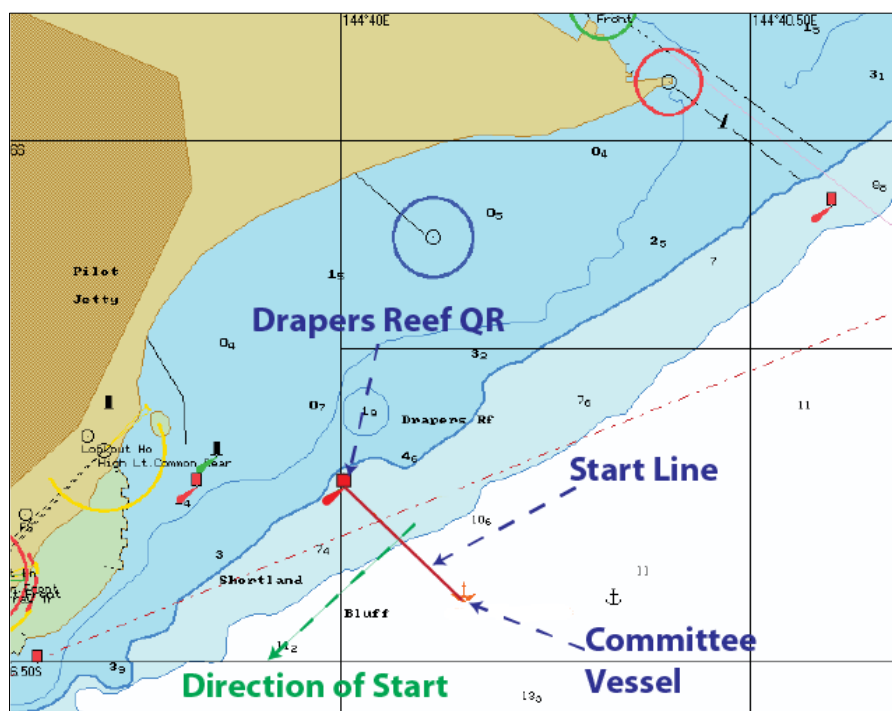
This appendix contains information about the starting line and the starting procedures. Note: the positions, for physical marks, shown in these diagrams are approximate and for illustrative purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day

B1 Start Time

- B1.1. The start will be 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.

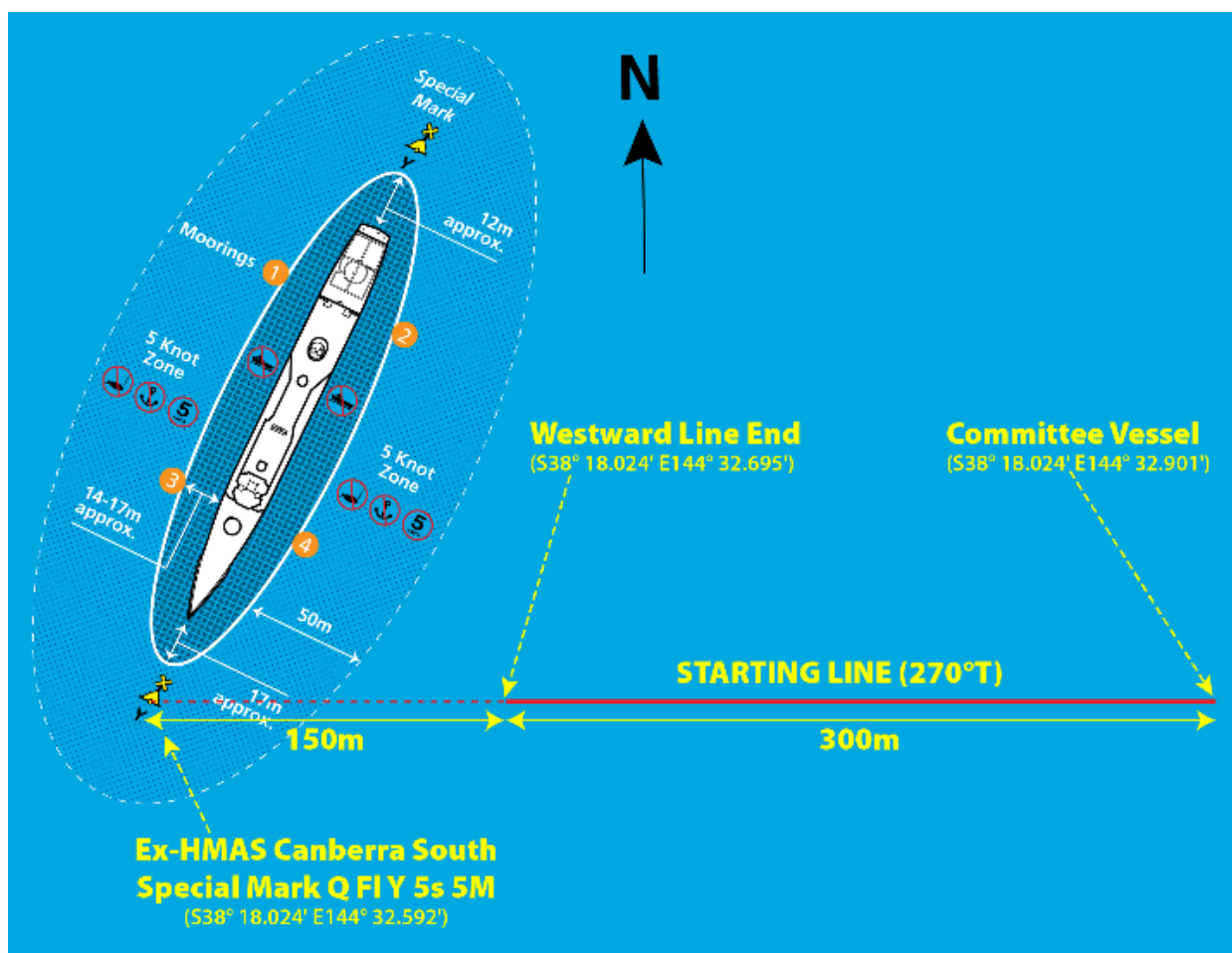
B2 Starting Line

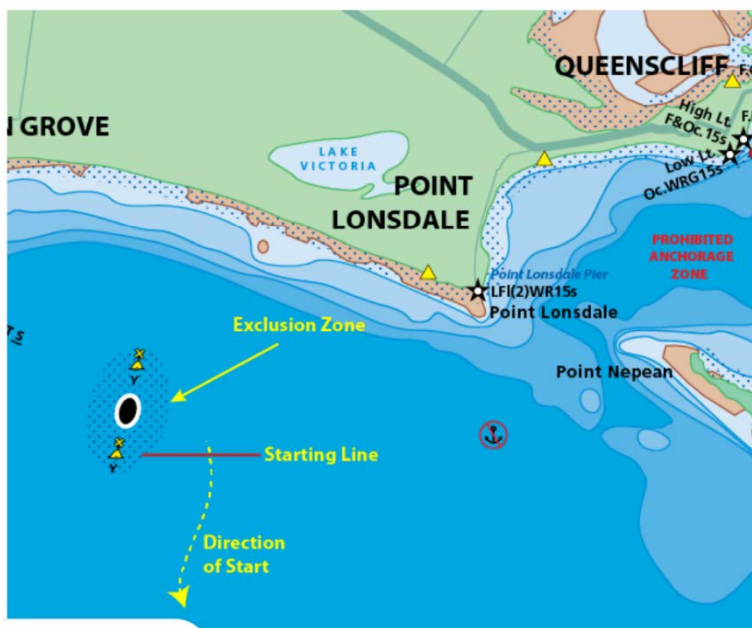
- B2.1. The Starting Line shall be an imaginary line between a Quick Flashing Red (QR) Light on the Drapers Reef Pile and a vessel or a buoy with a rotating blue light approximately 300 metres to the southeast.
- B2.2. In the event of rough weather or other unforeseen difficulties, the vessel or buoy 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 Director determines it necessary, the 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.
- B3.3. 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.
- B3.4. 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'.
- B3.5. 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.
- B3.6. 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.

5 Minutes before start	Warning Signal (white flare)
Start	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 on VHF Channel 82 before the Sign-On Schedule. If the timing is appropriate, an SMS may also be sent to each yacht on their primary registered contact phone. (Amends RRS 27.3).

Appendix C: Courses

This appendix describes the courses and how they are to be sailed.

Note: the positions given, for physical marks, are approximate and the diagrams should not be used for navigation purposes. Note also that the position of some buoys used as marks of the course are subject to change.

C1 Overview

- C1.1. Six courses are offered for this race, each with one of more “shorten course” options. The courses range between 27NM and 53NM miles in length, reducing under the various shorten course options. In summary the courses include:
- The Westernport and Split Point courses used in previous Coastal Sprints but with minor amendments and additional Shorten Course options; and
 - Four “triangular” courses using the central, eastern and western sections of the course area.

C1.2. **Course diagrams are given at the end of this Appendix.**

C2 Announcement of Course to be sailed

- C2.1. The Race Director will announce the course to be sailed at the beginning of the Sign On schedule and again at the conclusion of the first call of the yachts. This announcement may include a decision to use the Alternative Start but may will not limit the Race Directors right to shorten course during the race.

C3 Shorten Course options

- C3.1. The Race Director may shorten course by:
- deleting one or marks of the course, OR
 - relocating the finish line in accordance with clause D7.4, OR
 - finishing the race at any Mark of the Course, OR
 - any combination of the above
- C3.2. Decision(s) to shorten course will be announced at the Sign On or at a preceding position reporting schedule in accordance with Clause A8.

C4 Course Detail

- C4.1. For races starting in Port Phillip Bay the Courses are given in Table C4.1 on the following page.

Table C4.1

West Offshore Products Coastal Sprint Series Courses (Distances are Approximate)

Westernport		Centre		Eastern		Short Eastern		Western		Split Point	
Mark	Passed to	Mark	Passed to	Mark	Passed to	Mark	Passed to	Mark	Passed to	Mark	Passed to
Start		Start		Start		Start		Start		Start	
ORCVA	Port	ORCVA	Port	ORCVA	Port	Mark ASE	Port	ORCVA	Port	ORCVA	Port
ORCVB	Port	ORCVB	Port	ORCVB	Port	Gate P		ORCVB	Port	ORCVB	Port
ORCVC	Port	ORCVC	Port	ORCVC	Port	Mark 4	Starboard	ORCVC	Port	ORCVC	Port
Mark 1	Starboard.	Mark 1	Starboard.	Mark 1	Starboard.	PBGW	Starboard	Mark 6	Starboard.	PBGN	Starboard.
Mark 2	Starboard.	Mark 4	Starboard.	Mark 2	Starboard.	Gate C		Mark 7	Starboard.	Mark 5	Port
Mark 3	Port	Mark 5	Starboard.	Mark 6	Starboard.	Finish		Mark 5	Starboard.	SPI	Port
WPF	Starboard.	Finish		PBGW				Gate C		SPO	Port
Gate P				Gate C				Finish		Finish	
Finish				Finish							
Max Dist.	53NM		51NM		52NM		27NM		52NM		49NM

C4.2. In the event that the Alternative Starting Line is used

- the requirement to pass the Heads Exclusion Zone marks (ORCVA ,B & C) to port is deleted; and
- additional mark ASE is added prior to Mark 1 in the Westernport, Central and Eastern courses.

C4.3. The location of Marks is given in Table C4.3. See Appendices B and D for the location of start and finish lines. Note All marks are Virtual marks except WPF

Table C4.3 - Location of Marks

Mark	Latitude	Longitude	Notes
ORCVA	S38° 16.900'	E144° 38.900'	Exclusion Zone boundary
ORCVB	S38° 17.950'	E144° 37.760'	Exclusion Zone boundary
ORCVC	S38° 18.500'	E144° 36.800'	Exclusion Zone boundary
ORCVD	S38° 18.00'	E144° 38.67'	Exclusion Zone boundary
ASE	S38° 19.531'	E144° 32.067'	Alternative Start Extra Mark
PBGN	S38° 19.69'	E144° 32.60'	Pilot boarding Ground - North
PBGS	S38° 22.69'	E144° 32.60'	Pilot boarding Ground - South
PBGE	S38° 21.19'	E144° 34.51'	Pilot boarding Ground - East
PBGW	S38° 21.19'	E144° 30.69'	Pilot boarding Ground - West
Mark 1	S38° 26.559'	E144° 48.121'	
Mark 2	S38° 28.583'	E144° 51.198'	
Mark 3	S38° 30.382'	E144° 56.227'	
Mark 4	S38° 25.630'	E144° 34.002'	
Mark 5	S38° 24.522'	E144° 19.359'	
Mark 6	S38° 33.500'	E144° 35.185'	
Mark7	S38° 36.500'	E144° 34.943'	
SPI	S38° 28.144'	E144° 09.500'	Split Point Inner Rounding Mark
SPO	S38° 28.144'	E144° 10.000'	Split Point Outer Rounding Mark
WPF	S38° 30.213'	E145° 05.376'	Westernport Fairway Buoy

Mark	Latitude	Longitude	Notes
Gate P - between NM & SM			Gate for Portsea Back Beach Finish
NM	S38° 22.800'	E144° 43.950'	northern mark of Gate
SM	S38° 23.600'	E144° 42.640'	southern mark of gate
Gate C – between WM & EM			Gate for Canberra Wreck Site Finish
WM	S38° 18.566'	E144° 30.396'	western mark of gate
EM	S38° 19.259'	E144° 31.181'	eastern mark of gate

C5 Heads Exclusion Zone

- C5.1. 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

- C5.2. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 7.3.
- C5.3. 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. This photograph shall be submitted to the Race Director if requested.

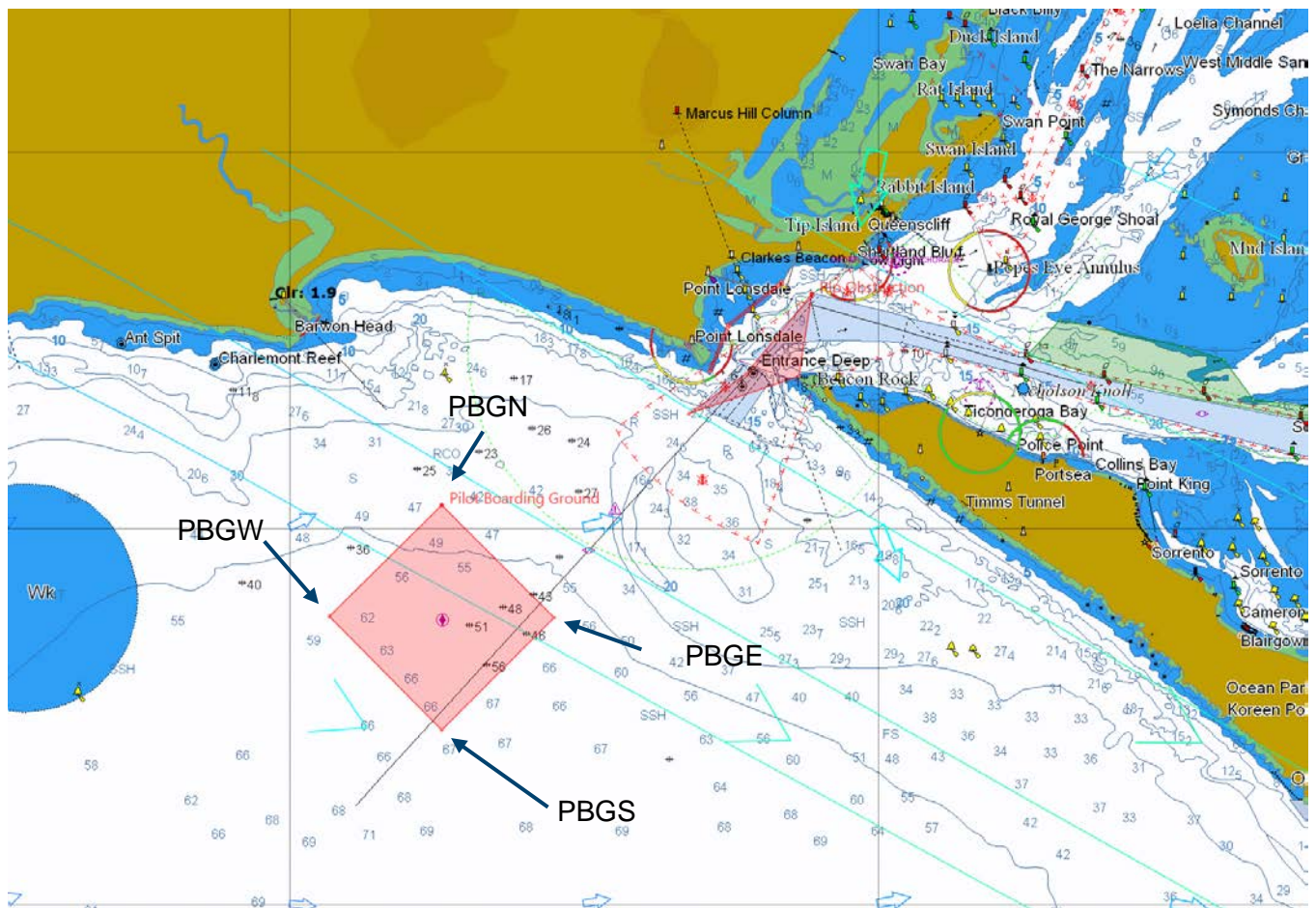
C6 Pilot Boarding Ground Exclusion Zone

- C6.1. Yachts are required to keep out of the Pilot Boarding Ground outside the Port Phillip Heads to avoid obstructing the pilot boats and shipping.
- C6.2. This exclusion zone will be confirmed via VHF radio during the shipping advice on channel 12.
- C6.3. The area is bounded by the following locations, also shown in the diagram below:

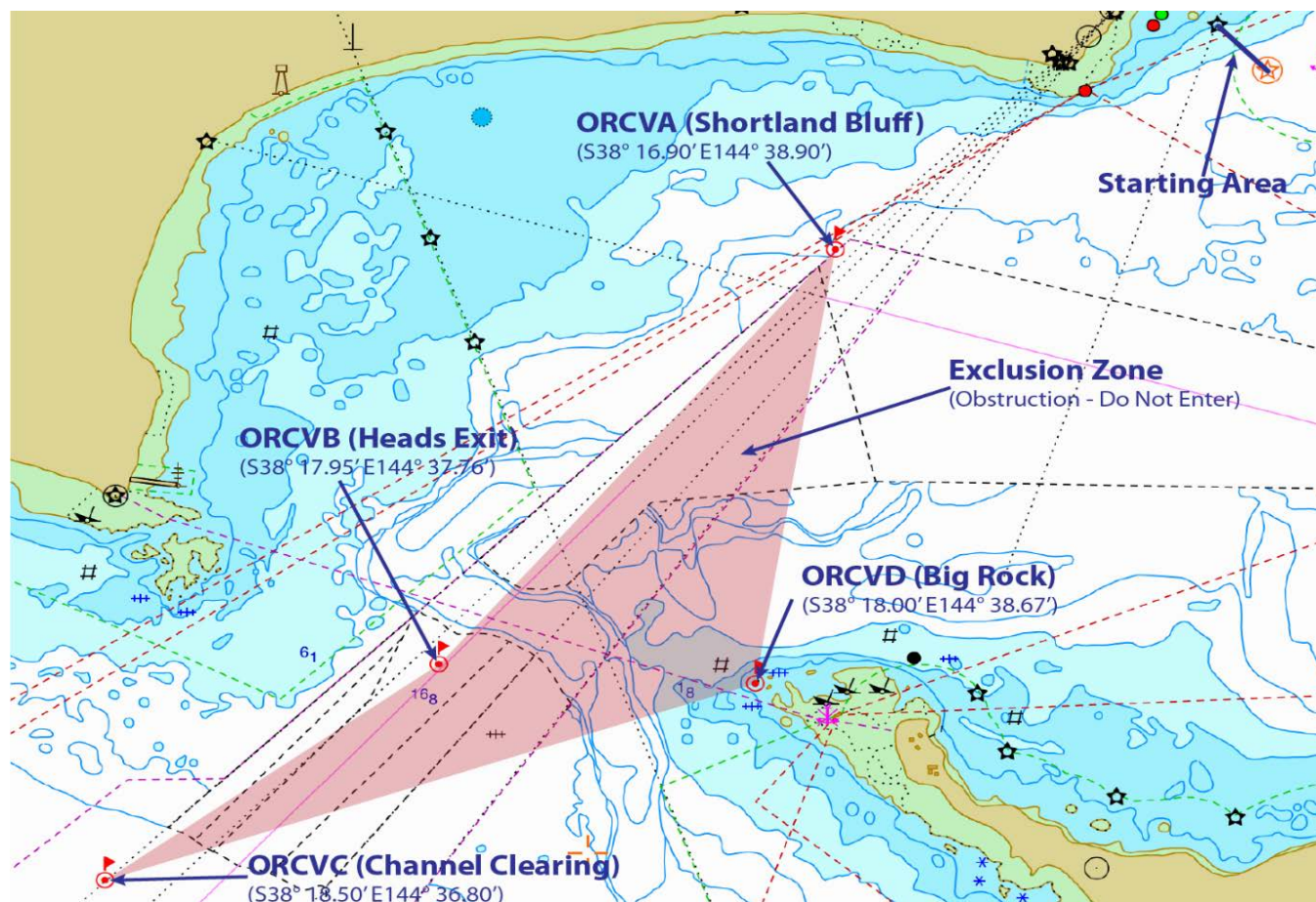
Mark	Position	Description
PBGN	S38° 19.69' E144° 32.60'	Pilot boarding Ground - North
PBGS	S38° 22.69' E144° 32.60'	Pilot boarding Ground - South
PBGE	S38° 21.19' E144° 34.51'	Pilot boarding Ground - East
PBGW	S38° 21.19' E144° 30.69'	Pilot boarding Ground - West

- C6.4. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 7.3.
- C6.5. 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. This photograph shall be submitted to the Race Director if requested.

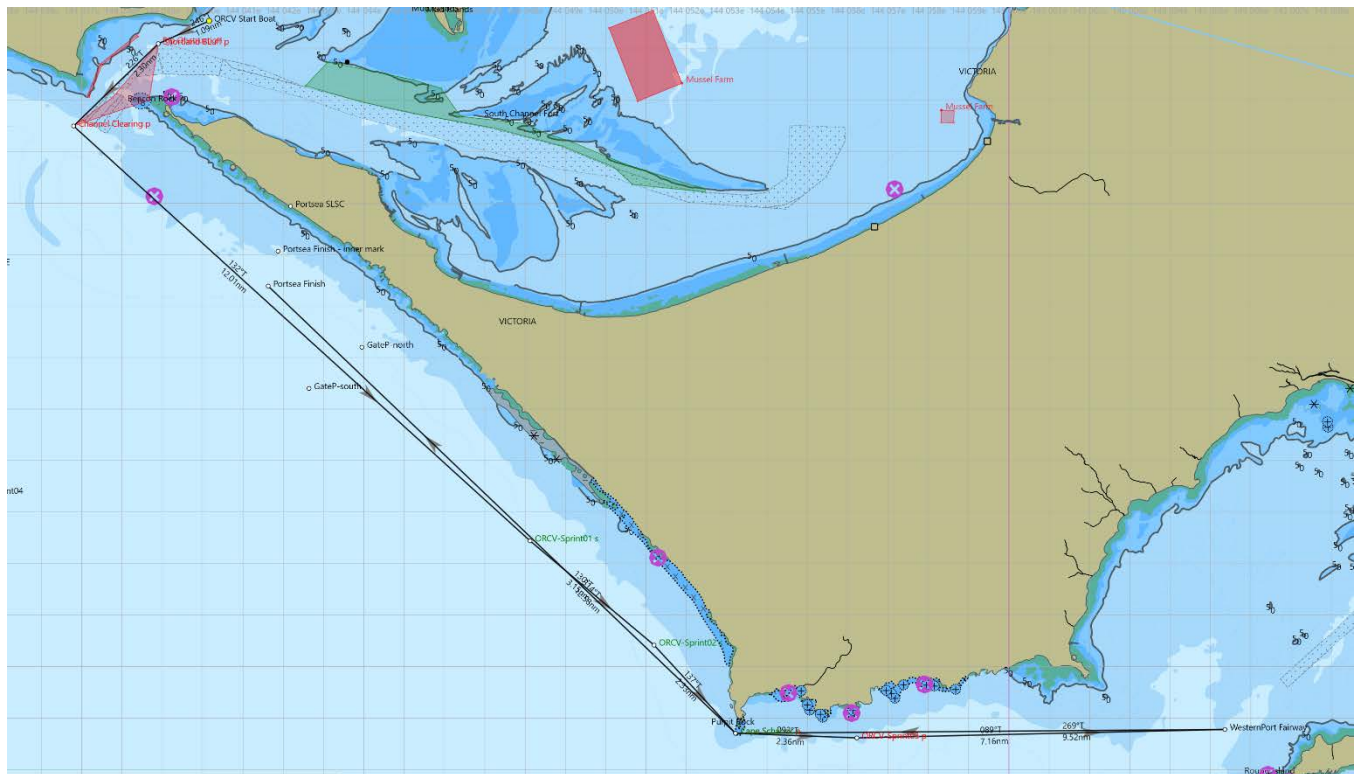
Pilot Boarding Ground Exclusion Zone



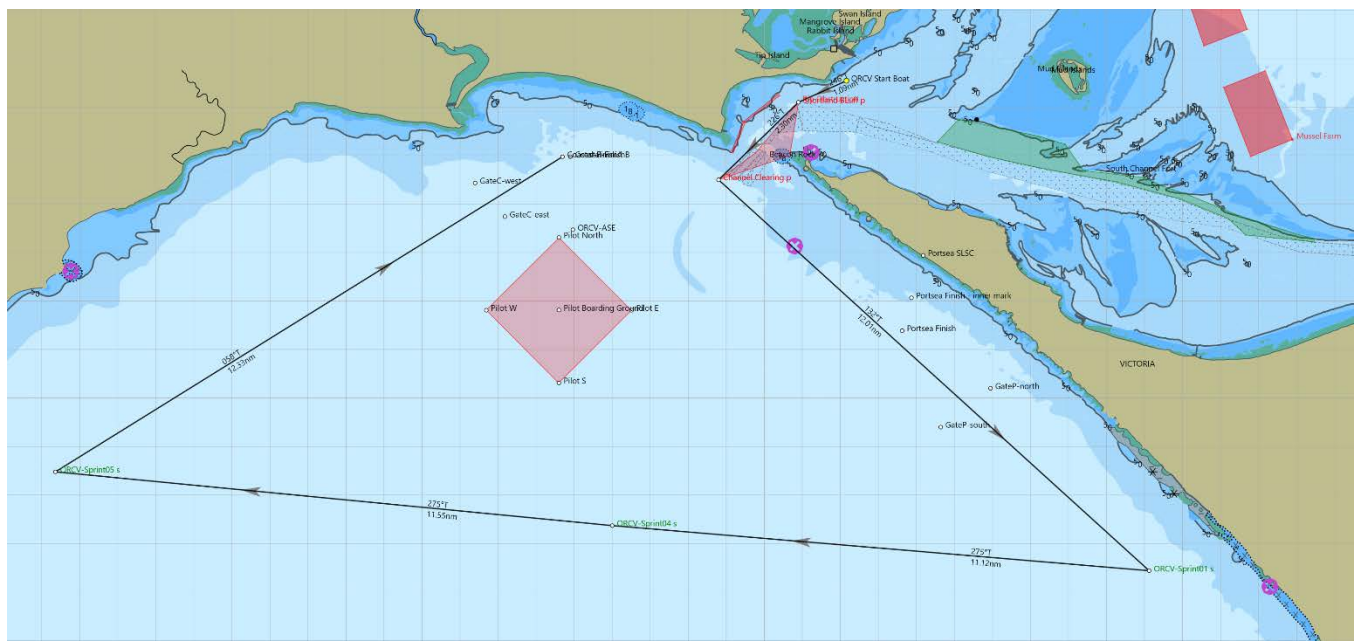
Heads Exclusion Zone



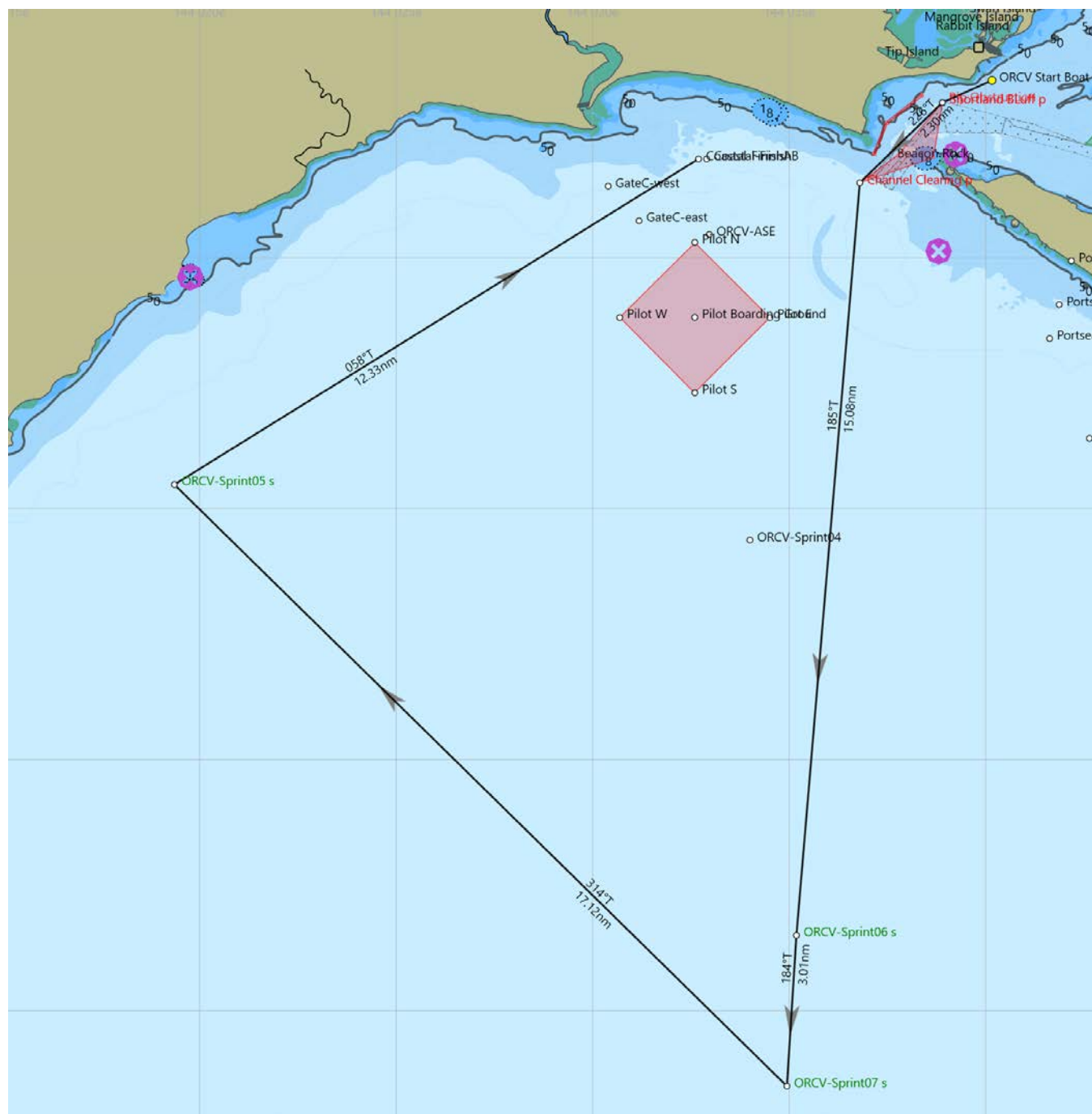
Westernport Course



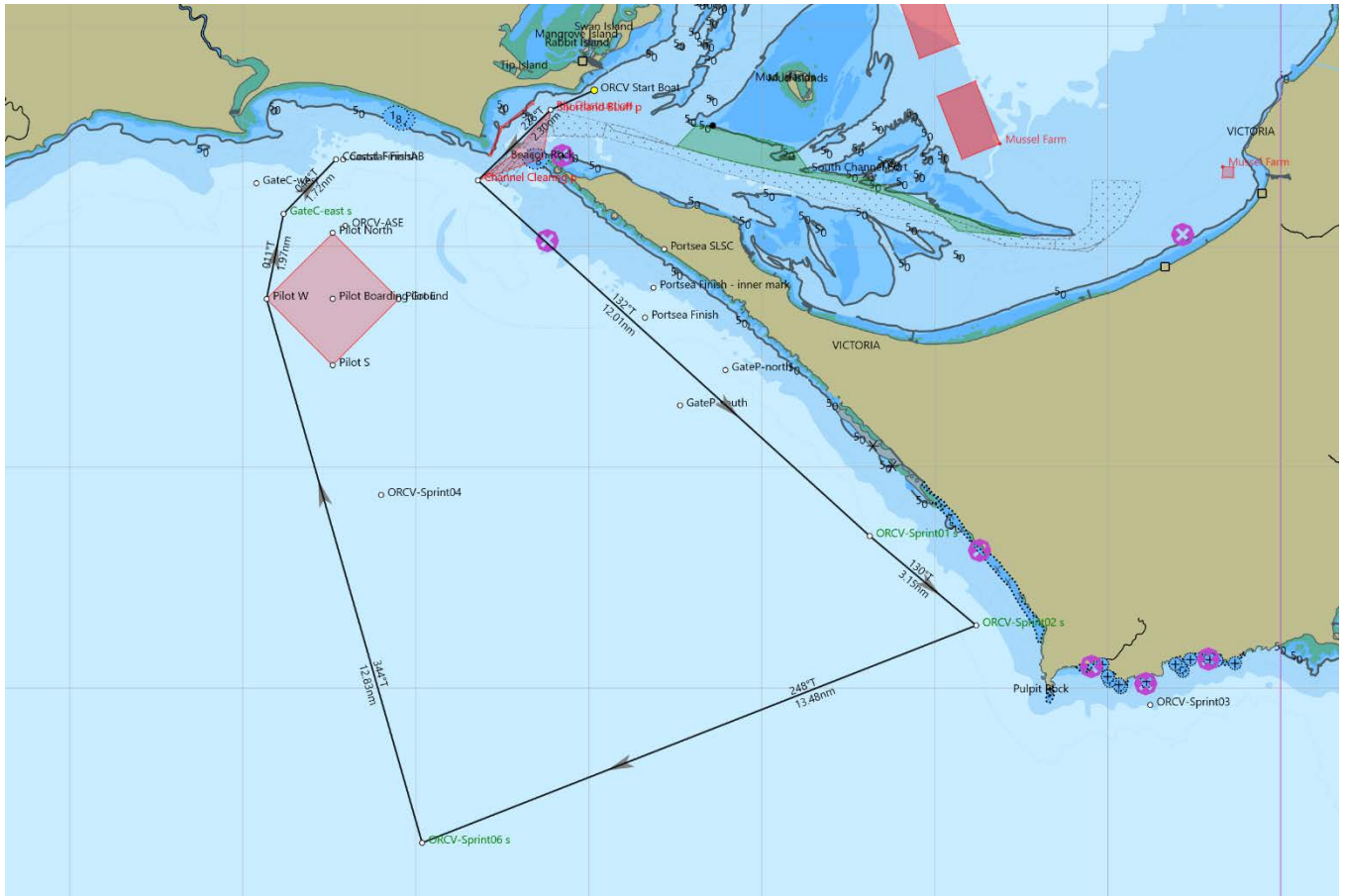
Centre Course



Western Course



Eastern Course



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 VHF Channel 82 when they cross the finish line
- D1.2. After finishing radios shall be left on VHF Channel 82 for the purpose of receiving information which may be provided by ORCV regarding conditions at the entrance to Port Phillip.

D2 Finishing Line – “Western Port”

- D2.1. The finishing line for the Westernport Course lies on the transit bearing approximately 16 degrees True between the most eastern of the wave buoys located off Portsea Back Beach at S38° 21.612' E144° 41. 626' and the observation room at the Portsea Surf Live Saving Club at S38° 20.060' E144° 42.180'.
- D2.2. Yachts must finish in a westerly direction leaving all of the buoys to port at a distance of not more than 0.7NM.

D3 Finishing Line all other Courses

- D3.1. The finish line for all other courses is an imaginary line extending approximately 300m between S38° 18.024' E144° 32.695' and S38° 18.024' E144° 32.901'.
- D3.2. Please note that the Finish Line is approximately 300m east of the Southern marker for the Ex HMAS Canberra dive site.
- D3.3. Yachts shall finish in a northerly direction and the committee boat will not be on station but in other respects the finish line is the same as the alternative start line shown in SI B3.3
- D3.4. If conditions warrant the Race Director may also shorten course by nominating a new finish line located between Mark 5 and the Ex HMAS Canberra Dive Site. The line shall be:
 - approximately 1.5nm in length
 - be set at an angle of approximately 90° to the rhumb line between Virtual Mark SPO off Split Point and the southern marker of the Ex HMAS Canberra Dive Site; and
 - located between two new virtual marks at positions announced by the Race Director on VHF Channel 82.

D4 Finishing Procedure

- D4.1. Skippers are required to record and report their own finishing times, accurate to 1 second based on GPS time. They should also record details of any boats which may be finishing in close proximity.

D5 Declarations

- D5.1. 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 12 hours of finishing the race.
- D5.2. Note that the Declaration Form includes details of the rounding/passing times for the last mark before the Finish Gate, the Finish Gate and finishing time.
- D5.3. Declarations may be handed manually or sent by email or SMS as a photograph or PDF to the Race Director.

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.

D6 Presentation

- D6.1. Trophies will be presented at the ORCV 2023 Presentation Night at a place and time to be announced.

D7 Tides

THE RIP – VICTORIA									
LAT 38° 18' S LONG 144° 38' E									
Tidal Stream Predictions (Rates in knots)									
JULY					AUGUST				
Slack Time	Maximum Time Rate	Slack Time	Maximum Time Rate		Slack Time	Maximum Time Rate	Slack Time	Maximum Time Rate	
1 0556 0122 -4.73	16 0715 0245 -4.80				1 0723 0238 -5.07	16 0108 0434 -4.12			
SA 1303 1509 -2.32	SU 1433 1642 -2.92				TU 1455 1701 -2.49	WE 0839 1130 3.60			
1747 2034 1.72	1959 2231 1.89				1958 2228 1.65	1551 1809 -3.19			
2302						2145			
2 0654 0959 3.89	17 0033 0350 -4.64				2 0035 0350 -5.16	17 0014 2.16			
SU 1418 1627 -2.43	MO 0809 1055 3.85				WE 0832 1124 4.18	TH 0218 0534 -4.29			
1920 2152 1.55	2111 2335 1.96				1551 1803 -3.16	0833 1220 3.80			
2359					2116 2352 2.28	1629 1850 -3.64			
3 0753 1051 4.19	18 0133 0452 -4.82				3 0159 0504 -5.40	18 0105 2.65			
MO 1522 1735 -2.85	TU 0901 1145 3.97				TH 0936 1222 4.36	FR 0320 0622 -4.50			
2043 2304 1.71	2208 1618 1834 -3.45				2218 1636 1850 -3.82	1018 1304 3.95			
						1659 1924 -4.04			
4 0104 0416 -5.30	19 0033 2.21				4 0318 0100 3.00	19 0148 3.06			
TU 0852 1143 4.42	WE 0232 0548 -4.70				FR 1034 1316 4.46	SA 0412 0705 -4.64			
1616 1830 -3.33	0950 1233 4.08				1714 1935 -4.43	1057 1342 4.03			
2147	1658 1916 -3.74				2312	1723 1954 -4.38			
5 0212 0517 -5.59	20 0326 0635 -4.80				5 0429 0202 3.53	20 0223 3.38			
WE 0950 1235 4.57	TH 1033 1316 4.16				SA 1126 1407 4.48	SU 0459 0745 -4.70			
1702 1915 -3.76	1732 1953 -3.99				1749 2020 -5.05	1131 1416 4.05			
						1745 2021 -4.70			
SEPTEMBER									
Slack Time	Maximum Time Rate	Slack Time	Maximum Time Rate		Slack Time	Maximum Time Rate	Slack Time	Maximum Time Rate	
1 0208 0503 -5.09	16 0037 3.00				1 0208 0503 -5.09	16 0037 3.00			
FR 0924 1212 4.11	SA 0320 0608 -4.17				FR 0924 1212 4.11	SA 0320 0608 -4.17			
1555 1822 -4.22	1610 1844 -4.23				2158	2229			
2 0328 0616 -5.41	17 0410 0652 -4.43				2 0328 0616 -5.41	17 0410 0652 -4.43			
SA 1023 1306 4.24	SU 1039 1324 3.75				SA 1023 1306 4.24	SU 1039 1324 3.75			
1633 1909 -5.01	1633 1913 -4.68				2253	2301			
3 0437 0721 -5.55	18 0454 0734 -4.60				3 0437 0721 -5.55	18 0454 0734 -4.60			
SU 1114 1355 4.28	MO 1114 1356 3.78				SU 1114 1355 4.28	MO 1114 1356 3.78			
1708 1950 -5.72	1656 1939 -5.07				2343	2332			
4 0538 0817 -5.46	19 0533 0813 -4.66				4 0538 0817 -5.46	19 0533 0813 -4.66			
MO 1159 1440 4.22	TU 1146 1426 3.76				MO 1159 1440 4.22	TU 1146 1426 3.76			
1742 2028 -6.26	1720 2004 -5.39				1742 2028 -6.26	1720 2004 -5.39			
5 0634 0908 -5.19	20 0612 0850 -4.63				5 0634 0908 -5.19	20 0612 0850 -4.63			
TU 1241 1520 4.10	WE 1218 1454 3.69				TU 1241 1520 4.10	WE 1218 1454 3.69			
1818 2105 -6.50	1745 2030 -5.62				1818 2105 -6.50	1745 2030 -5.62			

THE RIP – VICTORIA

LAT 38° 18' S LONG 144° 38' E

Tidal Stream Predictions (Rates in knots)

2023

Local Time

OCTOBER

	Slack Time	Maximum Time	Rate		Slack Time	Maximum Time	Rate
1	0439	0028	4.04	16	0503	0132	3.90
SU	1109	0720	-4.98	MO	1119	0730	-4.15
	1848	1932	-5.80		1838	1923	-4.92
	2329				2320		
2	0540	0214	4.45	17	0544	0205	4.27
MO	1159	0819	-5.13	TU	1158	0821	-4.41
	1725	1440	-3.93		1706	1433	-3.35
		2012	-5.19			1952	-5.35
						2354	
3	0618	0258	4.67	18	0623	0238	4.50
TU	0853	0911	-5.12	WE	1231	0900	-4.55
	1343	1523	-3.89		1738	1503	-3.37
	1802	2051	-5.51			2021	-5.84
4	0659	0340	4.70	19	0628	0312	4.81
WE	0722	0955	-4.98	TH	0701	0938	-4.58
	1323	1800	-3.79		1304	1533	-3.35
	1839	2120	-5.53		1807	2052	-5.82
5	0140	0421	4.58	20	0103	0347	4.81
TH	0807	1036	-4.77	FR	0730	1015	-4.50
	1401	1635	-3.65		1338	1602	-3.30
	1918	2207	-5.28		1839	2125	-5.88
6	0220	0500	4.38	21	0140	0423	4.51
FR	0850	1118	-4.52	SA	0819	1051	-4.33
	1437	1709	-3.43		1408	1634	-3.21
	1954	2248	-5.83		1913	2201	-5.79
7	0258	0538	4.11	22	0220	0501	4.32
SA	0931	1157	-4.21	SU	0901	1131	-4.09
	1512	1742	-3.15		1442	1707	-3.07
	2032	2323	-5.28		1950	2243	-5.54
8	0338	0617	3.81	23	0302	0543	4.08
SU	1015	1240	-3.84	MO	0948	1213	-3.84
	1549	1818	-2.77		1519	1748	-2.88
	2112				2035	2333	-5.14
9	0417	0658	3.48	24	0349	0631	3.73
MO	1102	1328	-3.40	TU	1035	1300	-3.64
	1632	1904	-2.30		1608	1838	-2.58
	2157				2138		
10	0502	0748	3.08	25	0444	0730	3.38
TU	1158	1422	-2.94	WE	1128	1354	-3.53
	1730	2014	-1.80		1715	2005	-2.39
	2258				2258		
11	0558	0901	2.68	26	0550	0853	3.11
WE	1300	1526	-2.65	TH	1237	1458	-3.62
	1858	2140	-1.64		1842	2148	-2.87

NOVEMBER

	Slack Time	Maximum Time	Rate		Slack Time	Maximum Time	Rate
1	0623	0227	4.81	16	0611	0204	4.88
WE	1227	0857	-4.78	TH	1214	0844	-4.29
	1725	1508	-3.48		1858	1943	-5.71
		2016	-5.32		2359		
2	0627	0309	4.77	17	0650	0243	4.75
TH	0708	0937	-4.75	FR	0823	0923	-4.38
	1306	1544	-3.43		1350	1515	-3.02
	1805	2057	-5.20		1735	2022	-5.87
3	0107	0347	4.83	18	0640	0322	4.70
FR	0745	1016	-4.87	SA	0729	1001	-4.40
	1343	1619	-3.34		1325	1550	-3.08
	1845	2137	-5.89		1818	2103	-5.87
4	0145	0428	4.42	19	0121	0403	4.57
SA	0823	1053	-4.52	SU	0809	1040	-4.37
	1419	1652	-3.18		1401	1627	-3.08
	1925	2219	-5.45		1859	2148	-5.80
5	0221	0502	4.18	20	0204	0445	4.38
SU	0900	1131	-4.32	MO	0848	1118	-4.34
	1455	1737	-2.98		1441	1709	-3.00
	2005	2301	-4.84		1948	2239	-5.34
6	0258	0539	3.89	21	0248	0529	4.10
MO	0937	1209	-4.08	TU	0927	1158	-4.32
	1533	1806	-2.88		1527	1801	-2.81
	2047	2347	-4.39		2045	2337	-4.87
7	0334	0618	3.58	22	0334	0617	3.79
TU	1018	1251	-3.77	WE	1008	1240	-4.33
	1617	1853	-2.38		1521	1808	-2.85
	2136				2157		
8	0413	0657	3.15	23	0425	0713	3.44
WE	1058	1335	-3.50	TH	1051	1327	-4.29
	1711	1958	-2.08		1728	2023	-2.84
	2240				2323		
9	0500	0755	2.88	24	0527	0821	3.10
TH	1144	1426	-3.32	FR	0527	0821	-4.49
	1620	2113	-2.08		1837	2138	-3.25
10	0604	0250	-2.72	25	0658	0321	-3.48
FR	0803	0824	-2.29	SA	0844	0941	-2.82
	1322	1523	-3.33		1330	1521	-4.89
	1831	2231	-2.82		1848	2243	-3.84
11	0140	0411	-2.51	26	0228	0445	-3.45
SA	0734	1048	-2.18	SU	0812	1101	-2.70
	1322	1621	-3.59		1327	1624	-5.00
	2030	2328	-3.12		2048	2338	-4.08

DECEMBER

	Slack Time	Maximum Time	Rate		Slack Time	Maximum Time	Rate
1	0000	0241	4.85	16	0640	0222	4.88
FR	0650	0919	-4.49	SA	0840	0908	-4.18
	1252	1532	-3.12		1335	1503	-2.85
	1740	2035	-5.72		1715	2008	-5.84
2	0040	0321	4.53	17	0025	0307	4.65
SA	0727	0957	-4.52	SU	0718	0945	-4.38
	1330	1609	-3.11		1315	1549	-3.08
	1823	2117	-5.47		1807	2058	-5.85
3	0117	0359	4.38	18	0111	0352	4.54
SU	0801	1032	-4.51	MO	0755	1025	-4.80
	1407	1648	-3.05		1358	1638	-3.20
	1905	2150	-5.14		1801	2150	-5.87
4	0153	0435	4.19	19	0158	0437	4.37
MO	0834	1108	-4.45	TU	0830	1103	-4.83
	1443	1722	-2.93		1443	1728	-3.27
	1947	2241	-4.73		1950	2247	-5.31
5	0227	0511	3.97	20	0240	0522	4.14
TU	0905	1141	-4.38	WE	0905	1141	-5.05
	1521	1800	-2.79		1532	1831	-3.32
	2032	2325	-4.28		2103	2345	-4.82
6	0301	0545	3.70	21	0324	0608	3.88
WE	0938	1214	-4.27	TH	0959	1230	-5.22
	1502	1843	-2.88		1528	1915	-3.38
	2123				2215		
7	0335	0620	3.38	22	0410	0658	3.58
TH	1006	1249	-4.18	FR	1015	1300	-5.30
	1647	1935	-2.80		1719	2012	-3.43
	2225				2334		
8	0413	0659	2.97	23	0504	0749	3.17
FR	1038	1327	-4.11	SA	1058	1347	-5.29
	1738	2054	-2.68		1617	2110	-3.55
	2341						
9	0502	0750	2.45	24	0609	0854	2.70
SA	1114	1409	-4.08	SU	1143	1441	-5.19
	1633	2137	-2.95		1617	2209	-3.74
10	0108	0323	-2.35	25	0215	0424	-3.13
SU	0610	0911	-1.94	MO	0731	1015	-2.31
	1158	1459	-4.13		1257	1542	-5.10
	1620	2254	-3.35		2019	2307	-3.08
11	0228	0441	-2.33	26	0325	0538	-3.21
MO	0748	1031	-1.87	TU	0859	1132	-2.18
	1245	1553	-4.39		1338	1647	-5.07
	2022	2323	-3.77		2113		

THE RIP – VICTORIA

LAT 38° 18' S LONG 144° 38' E

Tidal Stream Predictions (Rates in knots)

2024

Local Time

APRIL

Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate
1 MO	0215	0444	3.25	16 TU	0205 0440 3.16
	0726	1012	-5.70		0717 1013 -5.54
	1428	1710	4.32		1421 1701 4.03
	2104	2333	-4.10		2103 2325 -4.09
2 TU	0245	0513	3.09	17 WE	0245 0521 2.83
	0755	1045	-5.64		0800 1059 -4.91
	1505	1746	4.15		1501 1743 3.68
	2146				2148
3 WE	0315	0545	2.88	18 TH	0330 0609 2.41
	0827	1124	-5.46		0847 1152 -4.25
	1545	1827	3.89		1542 1829 3.28
	2234				2237
4 TH	0351	0619	2.60	19 FR	0426 0707 1.97
	0905	1211	-5.12		0943 1251 -3.60
	1631	1915	3.57		1629 1929 2.85
	2329				2331
5 FR	0439	0708	2.24	20 SA	0543 0827 1.72
	0958	1313	-4.65		1101 1404 -2.99
	1727	2024	3.27		1733 2059 2.56
6 SA	0503	0747	-2.99	21 SU	0628 0908 -3.00
	0552	0835	1.95		0707 0954 2.00
	1121	1431	-4.17		1241 1528 -2.85
	1839	2159	3.16		1900 2221 2.54

MAY

Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate
1 WE	0132	0356	2.84	16 TH	0233 0513 2.72
	0631	0924	-5.44		0743 1040 -4.48
	1339	1621	4.21		1425 1709 3.71
	2030	2255	-3.91		2112 2341 -4.01
2 TH	0208	0434	2.70	17 FR	0320 0559 2.45
	0713	1010	-5.14		0834 1131 -3.90
	1421	1703	3.94		1501 1750 3.34
	2112	2336	-3.79		2150
3 FR	0252	0521	2.54	18 SA	0412 0653 2.25
	0805	1106	-4.71		0936 1229 -3.31
	1508	1752	3.62		1542 1837 2.90
	2157				2228
4 SA	0348	0630	2.43	19 SU	0511 0758 2.24
	0917	1214	-4.21		1054 1336 -2.73
	1602	1857	3.29		1635 1947 2.44
	2245				2308
5 SU	0501	0757	2.59	20 MO	0613 0905 2.54
	1049	1332	-3.75		1226 1452 -2.33
	1711	2019	3.05		1751 2110 2.13
	2337				2351
6 MO	0621	0924	3.11	21 TU	0708 1003 3.03
	1231	1501	-3.53		1350 1611 -2.35
	1836	2145	2.98		1925 2217 2.01

JUNE

Slack Time	Maximum Time	Rate	Slack Time	Maximum Time	Rate
1 SA	0259	0543	2.88	16 SU	0343 0629 2.76
	0825	1112	-4.42		0923 1203 -3.29
	1452	1737	3.69		1504 1749 3.09
	2123	2357	-4.56		2128
2 SU	0355	0650	3.01	17 MO	0428 0719 2.84
	0943	1218	-3.93		1031 1301 -2.81
	1543	1833	3.35		1547 1835 2.61
	2202				2159
3 MO	0458	0757	3.26	18 TU	0517 0813 3.04
	1110	1334	-3.50		1149 1407 -2.37
	1646	1940	2.98		1643 1938 2.07
	2247				2233
4 TU	0603	0902	3.61	19 WE	0607 0907 3.32
	1241	1456	-3.27		1307 1518 -2.14
	1805	2059	2.68		1802 2056 1.66
	2338				2315
5 WE	0706	1000	3.97	20 TH	0658 0958 3.65
	1403	1616	-3.33		1418 1631 -2.28
	1932	2215	2.54		1936 2203 1.47
6 TH	0803	1054	4.29	21 FR	0749 1044 3.96
	1510	1723	-3.59		1516 1735 -2.70
	2049	2323	2.57		2052 2307 1.54

Appendix E: Race Declaration

Declaration

I, [The person in charge], being in charge of the yacht [The yacht name] have adhered to the rules and conditions of the 2022-23 West Offshore Products Coastal Sprint Series Race and confirm [The yacht name] passing/rounding times for designated virtual marks and our Finish time in the table below.

Marks Rounded or passed and Gates	Rounding/Passing/Crossing time	Yachts in Vicinity
Last Mark before Finish Gate		
Finish Gate		
Finish		

- ☐ 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.
- ☐ Please tick and add details if you have any further information required on your Declaration.

Any comments on the race:

Signed:	
Date:	