

2024 MELBOURNE TO KING ISLAND YACHT RACE SAILING INSTRUCTIONS



Amendments

Number	Instructions Changed	Summary of Amendment

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Sailing Instructions

The 2024 ORCV MELBOURNE TO KING ISLAND YACHT RACE will be conducted on the waters of Bass Strait. The race is organised and conducted by the Ocean Racing Club of Victoria, Inc with the co-operation of the King Island Boat Club.

1. Rules

- 1.1. The Race will be governed by the current versions of:
 - 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 Notice of Race,Except as amended by these Sailing Instructions for the Race.
- 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 (ColRegs).
- 1.4. For the purpose of this Race, the times of Sunrise and Sunset shall be as follows:
 - Sunrise: 0713
 - Sunset: 2049

2. Notices to Competitors

- 2.1. Notices to competitors will be posted on the ORCV website www.orcv.org.au and skippers advised by SMS before 1200 on Thursday 7 March 2024.
- 2.2. Any change to these Sailing Instructions will be posted on the ORCV website before the start with notifications to skippers via a Notice To Competitors (NTC) via SMS and emails.
- 2.3. The skipper and one other crew member (preferably the navigator) shall join the on line Pre-Race and Weather Briefing to be held at 2030 on Wednesday 6 March 2024. Joining arrangements to be advised.
- 2.4. Amendments to the Sailing Instructions shall also be advised to competitors at the Pre-Race Briefing or by radio as detailed in Appendix A: Race Communications.

3. Signals made ashore

- 3.1. There will not be any signals made ashore.

4. Class flag

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

5. The start and start time

- 5.1. The start is as described in Appendix B: Start.
- 5.2. The start is on Saturday 9 March, 2024 0300 AEDT.
- 5.3. The warning signal is on Saturday 9 March, 2024 0255 AEDT.

6. The course

- 6.1. The course is as described in Appendix C: Course.

7. The finish

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

8. Protests and requests for redress

- 8.1. Protests or requests for redress are to be lodged with the ORCV Race Director within 6 hours of the yacht's finishing time.
- 8.2. Yachts intending to protest or request redress must inform the Race Director in person or by radio within 1 hour of finishing giving any details as may be known at the time.
- 8.3. Protests or requests for redress may be heard at the KIBC, as soon as practical, but no sooner than 6 hours after the yacht has finished.
- 8.4. The date, time and venue for a protest hearing will be posted on the Notice Board at the ORCV web site at least 4 hours before the hearing with participants notified.
- 8.5. All requests for redress involving the official time sheet must be submitted within 4 hours of posting the results.
- 8.6. The Protest Committee shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).

9. Penalty system

- 9.1. If, after a protest committee 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.
- 9.2. 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.
- 9.3. **RRS 44.2** - A Two Turns Penalty will apply for breaking a rule of RRS, Part 2 in Port Phillip.
- 9.4. **RRS 44.3** - A Time Penalty will apply for breaking a rule of RRS, Part 2 outside Port Phillip Heads.
- 9.5. 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 – 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.

9.6. Elapsed time or other penalties may be imposed for non compliance with the Race Communications procedures as set out in the following table.

Penalty	Breach
10 minutes	Failure to report a position at a reporting schedule
30 minutes	Failure to report position at 2 non consecutive reporting schedules.
DSQ	Failure to report position at 2 consecutive reporting schedules.

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

10. Yachts retiring

10.1. Yachts retiring shall inform the Race Director as described in A14 Yachts Retiring.

11. Safety regulations

- 11.1. The Safety Category and regulations are as set out in the Notice of Race.
- 11.2. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather or when sailing short-handed. Please refer to Australian Sailing special regulations 5.01.1(g) which requires life jackets shall be worn between the hours of sunset and sunrise.
- 11.3. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.
- 11.4. 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 heightened risk. For full details, consult www.transportsafety.vic.gov.au.
- 11.5. 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 Vic Ports Harbour Master's Directions. Ships are restricted in their ability to manoeuvre while in the entrance of Port Phillip and yachts shall take any necessary avoiding action early.
- 11.6. 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.
- 11.7. 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.
- 11.8. 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.

- 11.9. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions. The Race Director may, at absolute discretion, disqualify a yacht from the race due to any non compliance.
- 11.10. The Race Director may, at absolute discretion, disqualify a yacht from participating or continuing to participate in the race if the Race Director believes that it is unsafe for that yacht to commence or continue to race.
- 11.11. A Return Voyage Plan is included as part of the Declaration in Appendix E: Race Declaration.

12. Unsuitable conditions

- 12.1. After commencement of the race, the race can be terminated at the Race Director's discretion.
- 12.2. The Race Committee may deem the Race to be abandoned, rescheduled to another time or shortened.
- 12.3. Prorated positions may be used to determine a result for the race and/or for any series.
- 12.4. Termination of the race will be advised by radio communications or satellite phone as available.

13. Race communications

- 13.1. Race communications procedures, including VHF radio, HF radio and satellite phones, are detailed in Appendix A: Race Communications.

14. Disclaimer of liability

- 14.1. All those taking part in this race do so at their own risk and responsibility.
- 14.2. 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, volunteers or 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 their 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.
- 14.3. 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 theirs alone.

15. Crew behaviour

- 15.1. 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>
- 15.2. 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.

16. Appendices

16.1. The following 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.

Please also note that time penalties have been introduced in respect of certain breaches of the race communications procedures. Refer to 9 Penalty system.

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 and satellite phones.
- A1.2. AIS transponders shall be operated in transmit mode with boat name and MMSI identified at all times during the race.
- A1.3. It is mandatory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules. Yachts must report their position when called. A penalty of 10 minutes may be added to the yachts elapsed time for missing a position report and every effort shall be made to communicate (ie via SMS) to TMR or the race director if a position report is not received on time.
- A1.4. Failure to sign on, or an inadequate radio signal, at the Sign-On Schedule shall result in the yacht being scored DNS.
- A1.5. Yachts must not give false or misleading position reports.
- A1.6. Yachts must not interfere with the operation of any tracking units.
- A1.7. Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels. ORCV recommends dual channel setup on VHF radios be used to allow Channel 16 monitoring at all times.
- A1.8. Yachts using satellite phones (satphones) for communications must leave them on at all times during the race and monitor and answer them when called.

A2 Race Frequency

- A2.1. The following HF frequencies shall be used for position schedules:

Event	Frequency	Timing
Position Report	4146 kHz, 6227 kHz, 8294 kHz	0905, 2105

Note: Each frequency will be used in simplex mode. Yachts need to check their radios to ensure that each frequency is correctly set up.

- A2.2. The following VHF channels shall be used:

VHF Channel	Usage
82	Pre-race Communications

	Race Sign On
12	Shipping Advice, Start sequence, Premature Starters
72	KIBC tenders after finishing
73	Finishing Reports and KIBC berthing
16	Distress & Calling
69	TMR Broadcast and Reporting Schedule

A2.3. The following telephone numbers may be used:

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

A2.4. The following email address shall be used for any email communications with the race director:

Email	Usage
race.director@orc.v.org.au	Race director messages

A2.5. When mobile or Satphone coverage is available, the Race Director may be contacted on the Race Director's Phone. Yachts using a Satphone instead of HF radio will use the Race Director mobile phone number (0418 396 605) for all communications.

A3 Race Radio Stations

A3.1. Tas Maritime Radio (Tas Maritime)

- Position Schedules will be broadcast concurrently on **VHF 69 and HF 8294(day), 6227 (day), 4146 (evening)**
- VHF should be used in preference to HF if they are in range.
- Refer to Appendix A17 for TMR VHF coverage map. Yachts shall familiarise themselves with the map and it is recommended to laminate this map and keep it next to their VHF radio.
- During the preliminary weather broadcast on the working frequencies / channels, immediately prior to calling vessels, yachts shall check to see which HF frequency or VHF channel 69 is the best one to use as adjacent VHF bases can often be heard but not as well as the closest base.
- As indicated on the TMR coverage map, TMR will initially come up on CH16 from their Three Hummock Island base with a pre-announcement prior to going to the sked working channel 69. All yachts shall monitor CH16 at all times (other than sked times) and this pre-announcement could well be a reminder to them that its sked time.
- All reference to repeater channels should be deleted as repeaters are NOT monitored in Tasmania because we have state-wide monitoring and coverage on CH16 - 24/7.

- If noise levels are too high for good reception, Tas Maritime Radio may delegate the taking of a Position Schedule to a vessel in the fleet or a shore-based radio station such as ORCV.

A3.2. ORCV (Ocean Racing)

- VHF Sign-On VHF 82
- Pre-race Communications (VHF 82)
- Shipping Advice Broadcast (VHF 12)
- Finishing Reports (VHF 73)

A4 Crew Changes

- A4.1. Late crew changes shall be notified by calling the ORCV Race Director's mobile phone between 1800 and 2100 on Friday, 8 March 2024.
- 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. Also required is an emergency contact name and phone number, this phone number must be an Australian phone number.
- A4.3. Note – Crew changes are not able to be updated by the yachts skipper or crew on the TopYacht Entry system from 2359 on Wednesday 6th March 2024, changes shall be communicated directly with the Race Director mobile phone.

A5 Pre – Race Communications

- A5.1. Yachts shall monitor communications on VHF Channel 82 between 0130 and 0245 on Saturday 9 March 2024.

A6 VHF Sign-On Schedule

- A6.1. A sign on schedule will be conducted on VHF Channel 82 by Ocean Racing commencing at 0215 and concluding no later than 0245 on Saturday, 9 March 2024.
- A6.2. Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.
- A6.3. 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".*

- A6.4. Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.
- A6.5. Any yacht failing to respond during this schedule, or having an inadequate VHF signal, shall not be considered a starter in the event and shall be scored DNS.
- A6.6. In case of difficulties, yachts should contact the Start Race Director (Start) on VHF Channel 82.

- A6.7. Any changes to the stations and frequencies used for the Sign-On Schedule will be notified prior to the scheduled start on VHF Channel 82.

A7 Shipping Advice Broadcast

- A7.1. At 0245, Ocean Racing will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A7.2. 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. Note – Use of dual watch also on channel 16 is required.
- A7.3. Yachts may stop monitoring VHF Channel 12 when three miles clear of the Heads.

A8 Premature Starters

- A8.1. Premature starters may be identified on VHF Channel 12.

A9 VHF/HF Position Schedules

- A9.1. For yachts using HF radios, position reporting schedules will be conducted by Tas Maritime Radio (Tas Maritime) at the following times (Reporting Time) and using the following Frequencies.

Reporting Time	Frequencies	Position Time
0905	HF 6227 & 8294, VHF 69	0845
2105	HF 4146, VHF 69	2045

The position reported will be the yacht's position at the times listed in the Position Time column.

- A9.2. Tas Maritime Radio will commence the position schedule by broadcasting the Bass Strait forecast concurrently on HF and VHF Channel 69. Each yacht shall report her position on the frequency for which the yacht judges reception to be the best. Tas Maritime Radio will then re broadcast each yacht's position concurrently on all VHF/HF frequencies for confirmation.
- A9.3. Yachts will report their position in degrees and whole minutes only of Latitude and Longitude.
- A9.4. At the conclusion of the schedule, yachts are encouraged to give safety-related information should the skipper consider it would be to the benefit and safety of the fleet, for example if conditions are severe. If weather conditions are given it is important that the transmission be kept brief and confined to factual information such as wind speed and direction and wave conditions.
- A9.5. At the conclusion of the schedule, Tas Maritime Radio will broadcast the position reports for all yachts who reported positions via satphone.
- A9.6. Schedules will take place on the listed frequencies unless Tas Maritime Radio indicates otherwise. At the end of each schedule, Tas Maritime Radio may confirm the frequency or frequencies to be used for the next reporting schedule.

- A9.7. The first reporting schedule will be at 0905 on Saturday 9 March 2024, continuing thereafter until each yacht has crossed the finish line or otherwise retired and reached a safe harbour.
- A9.8. At the discretion of the Race Director, 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.

A10 Satphone Position Schedules

- A10.1. Yachts using satellite phones will send their position report, as at the Position Time, to the Race Director via SMS message on 0418 396 605 before the Reporting Time given in the following table:
- A10.2. The first Satphone position schedule will be at 0850 on Saturday 9th March 2024.

Reporting Time	Position Time
0850	0845
2050	2045

- A10.3. Yachts will provide their actual position, in degrees and whole minutes only of Latitude and Longitude, at the times given in the Position Time column in the above table.
- A10.4. The SMS message used to report positions will have the following format:

Pos {Yacht} {SN}, {dd mm ddd mm}

where {Yacht} is the yacht's name, {SN} is its sail number and {dd mm ddd mm} is the position.

- A10.5. Satphone Yachts shall monitor VHF channel 69 from the VHF/HF Reporting Time in the table above for the full duration of the Schedule if VHF reception is available.
- A10.6. The Race Director will provide reported positions to Tas Maritime Radio who will relay them to the remainder of the fleet, **concurrently on all frequencies**, at the conclusion of the corresponding radio schedule.

A11 Finishing Reports

- A11.1. Once a yacht is estimated to be 30 minutes from the finish, they shall report as described in Appendix D.

A12 Ad Hoc Communications

- A12.1. Yachts needing to make ad hoc or emergency contact with Tas Maritime Radio (Tas Maritime) between schedules should do so using the standard HF calling frequencies listed in the following table.

A12.2. Yachts needing to make **emergency** contact at any time should call Rescue Co-Ordination Centre Australia (RCC Australia) using the standard HF calling frequencies listed in the following table.

Frequency	RCC	Tas Maritime Radio
4125 kHz	Night	0700 to 1900
6215 kHz	Day or Night	0700 to 1900
8291 kHz	Day	0700 to 1900
12290 kHz	Day	N/A

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

A13 Radio Failure

A13.1. In the event of an HF radio failure after the start of the race, every effort shall be made to contact Ocean Racing, Tas Maritime Radio on VHF Ch. 16 or another yacht by one of the following radio methods:

- Use VHF Channel 16 to contact another yacht in the race and request assistance to relay information.
- Use the VHF coastal radio network in Victoria (Marine Radio Victoria) or Tasmania (TMR) and request assistance getting a message to the Race Director.
- Use the VHF repeater network to contact the Volunteer Coast Guard and request assistance getting a message to the Race Director. Make sure the VHF radio is set to the International mode, not US or Canadian modes.

A13.2. If you are able to receive only, listen at the scheduled times and be prepared to fire a white flare if requested to do so by the radio station to indicate your position.

A13.3. Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.

A13.4. Note also that mobile phone coverage exists when near the coastline. For those with appropriate antennas, 3/4G range can cover much of Bass Strait. If attempts to establish contact via VHF prove unsuccessful, it may be possible to contact the Race Director on 0418 396 605 or Tas Maritime Radio on 03 6231 2276.

A13.5. The reason for failure to report at the routine schedule times for any reason must be recorded on the yacht's Race Declaration (see Appendix E: Race Declaration).

A14 Yachts Retiring

A14.1. Should a yacht retire from the race, every effort must be made to advise Tas Maritime Radio 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.

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

A14.3. Within two hours of arrival at a safe harbour, contact must be made with Tas Maritime Radio or ORCV (Ocean Racing) by radio or the Race Director's phone to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A15 Assistance & Information

A15.1. Tas Maritime Radio (TMR)

Tas Maritime Radio (TMR) have established a network of multi-frequency base stations around Tasmania and monitors VHF Channel 16 24/7 via these base stations with the ability to switch to other channels for extended interactions.

The TMR base station network is shown in the diagram in Appendix A: Race Communications

A15.2. Marine Radio Victoria

Marine Radio Victoria now monitor emergency channels (16/67) up to 20 nm off the Victorian Coast. Marine Radio Victoria is operated by Kordia.

A15.3. Additional Stations

In addition, the following stations may be of assistance:

Coastguard Melbourne	VHF Channels 82 and 22 to 40° South, HF 2524 kHz
Ocean Racing	VHF Channel 16 and 73

A15.4. Distress (HF)

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

A15.5. Weather

Tas Maritime Radio provides Tasmanian Coastal Waters forecasts on both HF and VHF (following pre-announcements on VHF channel 16, and HF 4125 & 6215) using the following frequencies:

HF	4146 & 6227
VHF	Ch 67, 68, 69 (initial call on Ch 16)

Forecast times are 0745, 1345 and 1733 Hrs.

RCC Australia (VMC) provides regular broadcasts of weather as follows:

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

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

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

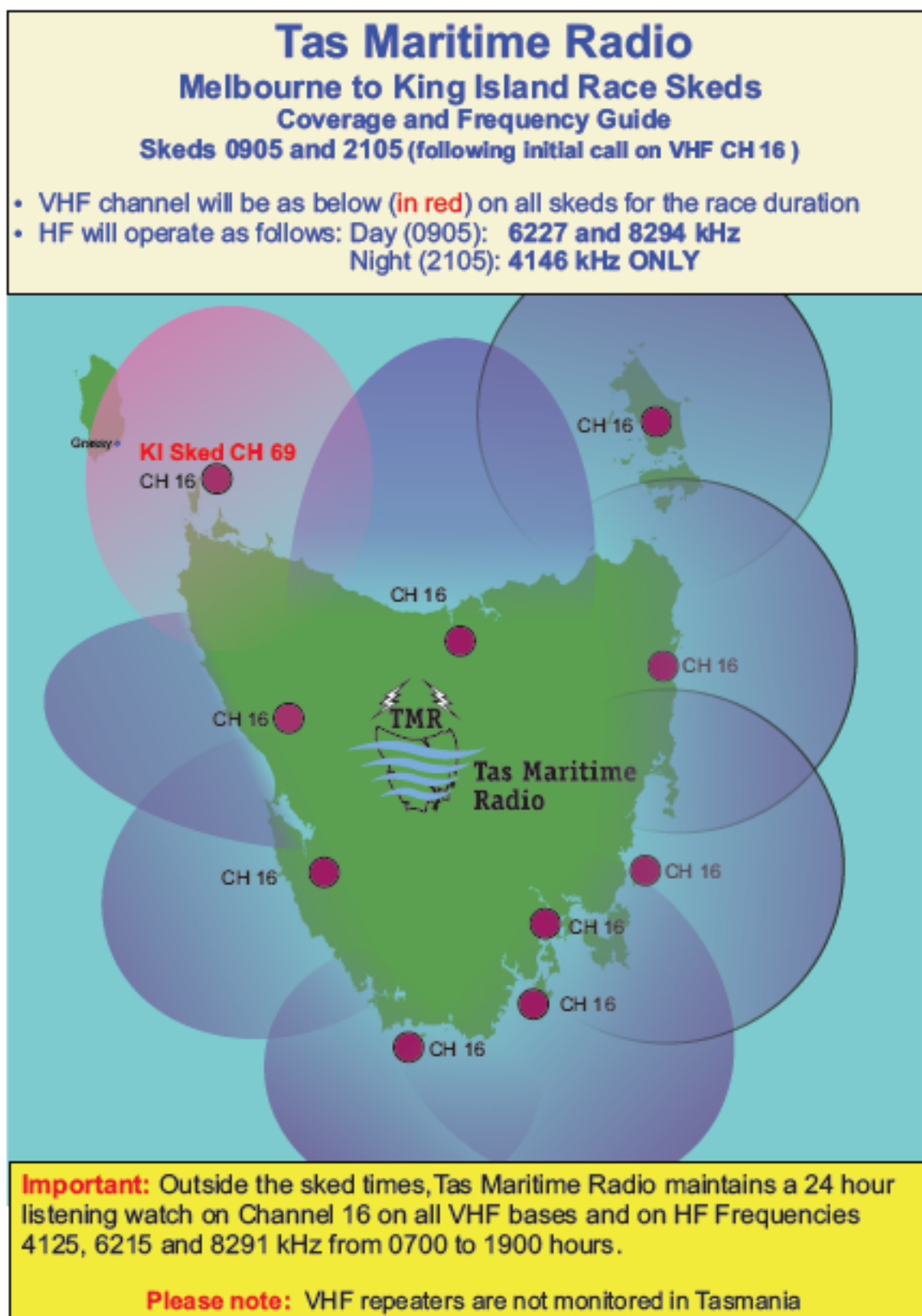
Navigation Maritime Safety Information notices are broadcast at 25 past each hour.

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

A16 Summary

Date	Time	Action	Channel	Station
8 March	1800-2100	Crew Changes	0418 396 605	Race Director
9 March	0130-0215	Monitor – Crew Changes	VHF Channel 82	Ocean Racing
9 March	0215-0245	Sign-On Schedule	VHF Channel 82	Ocean Racing
9 March	0245	Shipping Advice	VHF Channel 12	Ocean Racing
9 March	0255-0300	Starting Sequence	VHF Channel 12	Ocean Racing
9 March	0300	Individual recalls may be notified	VHF Channel 12	Ocean Racing
9 March	0845 0905	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF or VHF	Race Director Tas Maritime
9 March	2045 2105	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF or VHF	Race Director Tas Maritime
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Position Schedule (SP) Position Schedule (HF)	0418 396 605 HF or VHF	Race Director Tas Maritime
30 Minutes from Finish line		Finishing Report	VHF Ch. 73	Ocean Racing
5 Minutes from Finish line		Finishing Report	VHF Ch. 73	Ocean Racing
Berthing		Post Finish	VHF Channel 72	KIBC Tender

A17 Tas Maritime Radio Network Map



Appendix B: Start

This appendix contains information about the starting line and the starting process.

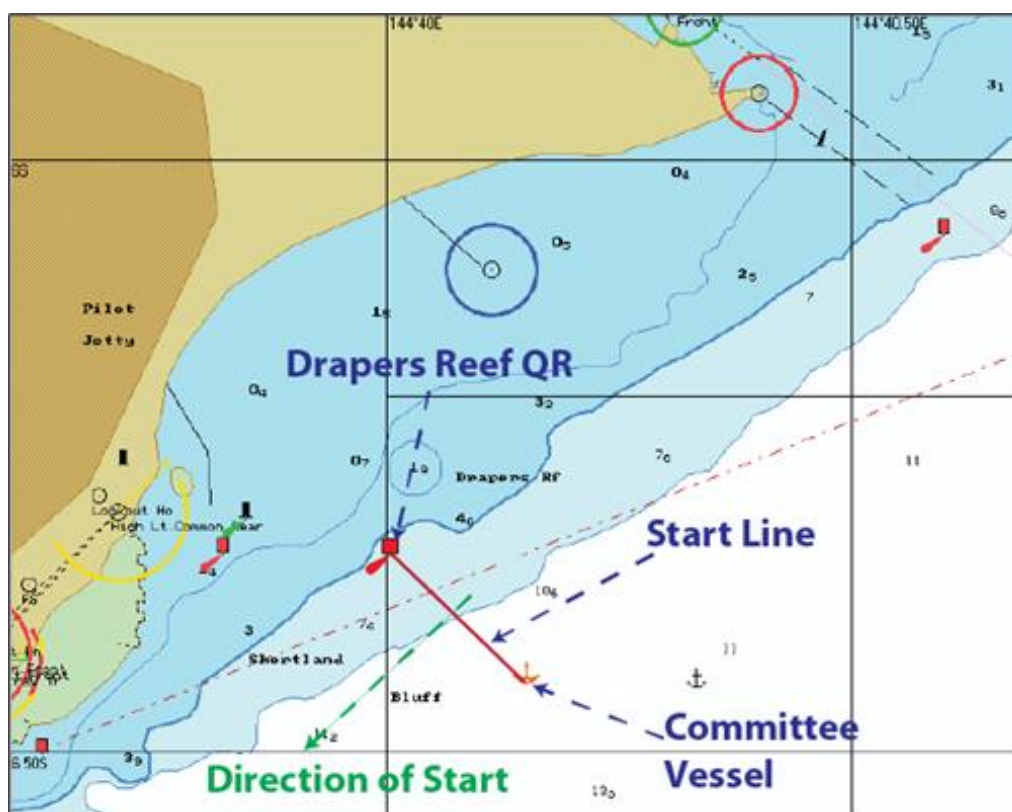
Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

B1 Start Time

- B1.1. The start time will be 0300 on Saturday, 9 March 2024 in the vicinity of Drapers Reef, Queenscliff, always allowing the Race Director/Officer, at their discretion, to postpone to another time.
- B1.2. Yachts may elect to start at any time up to 12 hours after the start signal. Yachts intending to take this option shall respond when called at the Sign-On Schedule and state their intentions. They shall subsequently respond to all Position Schedules in accordance with the provisions of the Sailing Instructions.
- B1.3. For yachts electing to start after the start signal as per clause B1.2, they must start in the vicinity of Drapers Reef and call VHF Channel 82 within one of hour of the start to enable confirmation of their position and starting time. The late starting yacht shall contact Ocean Racing on Channel 82 as they pass the starting line.

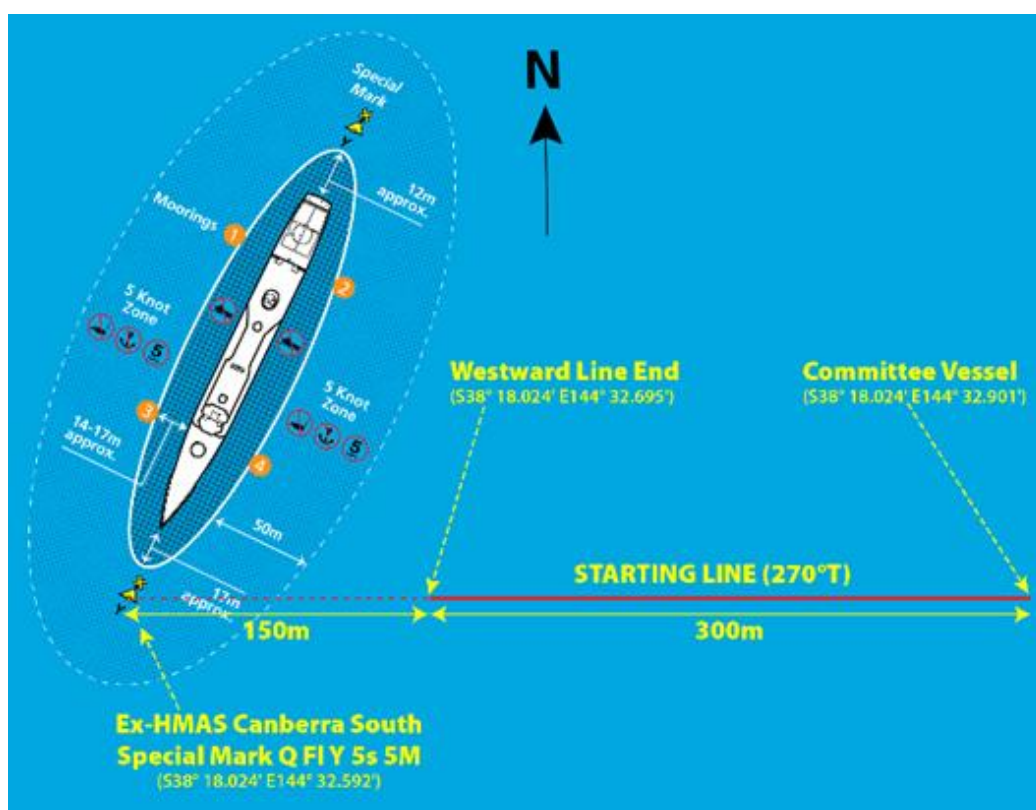
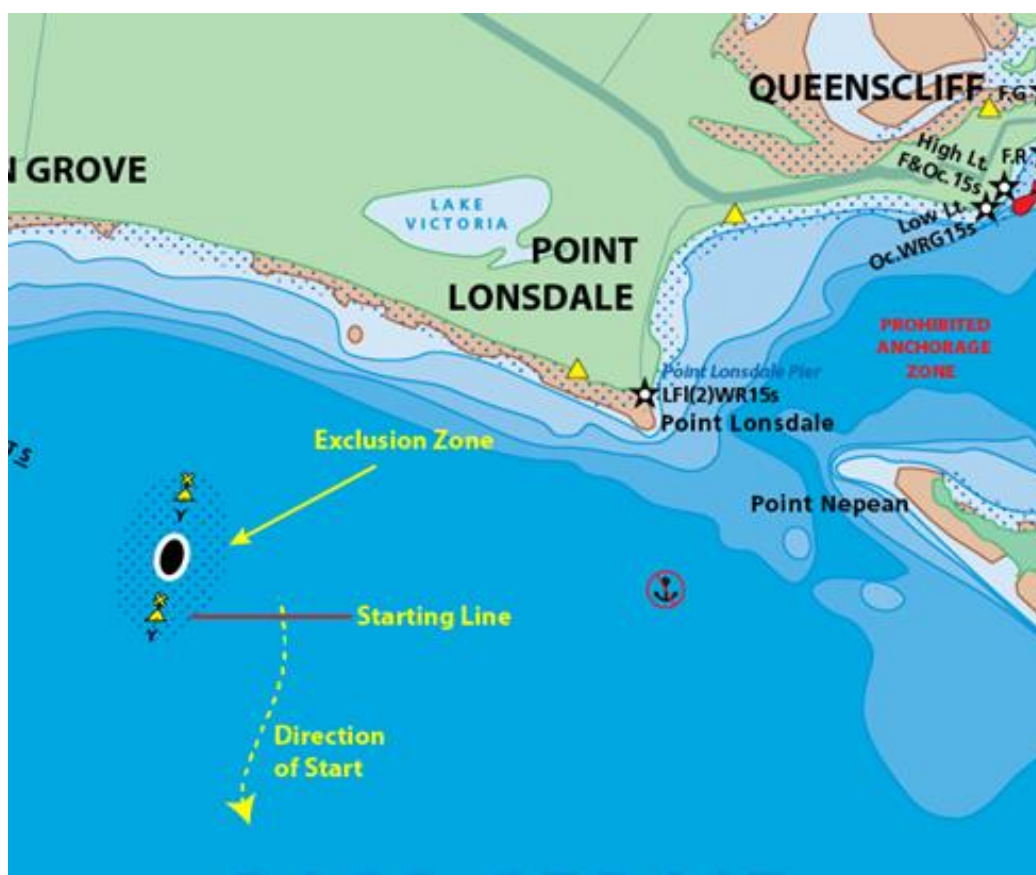
B2 Starting Line

- 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, running almost west to east 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 will be announced by the Start Director to avoid the fleet becoming becalmed in the Heads.
- 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.

0255	Warning Signal (white flare)
0300	Starting Signal (green flare)

B4.2. Individual recalls may be signalled by one white flare.

B4.3. Premature starters may be identified by the Start Director on VHF Channel 12 (amends RRS 29.1).


B4.4. There will be no General Recall (amends RRS 29.2).


B5 Postponements

B5.1. A postponement may apply if a Bureau of Meteorology Gale or Storm Warning is forecast for any part of the course.


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).


B6 Tidal Flows – Port Phillip


 The Rip, VIC – March 2024

 PRINT TABLE


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

SUN 3 MAR			 MON 4 MAR			TUE 5 MAR			WED 6 MAR			THU 7 MAR			FRI 8 MAR			SAT 9 MAR		
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
2:32 am	5:07 am	+3.51	3:02 am	5:36 am	+3.31		12:33 am	-3.70		1:19 am	-3.23	12:03 am	2:15 am	-2.72	1:17 am	3:21 am	-2.34	2:32 am	4:39 am	-2.43
8:03 am	10:48 am	-5.67	8:29 am	11:17 am	-5.67	3:32 am	6:07 am	+3.05	4:05 am	6:38 am	+2.70	4:47 am	7:15 am	+2.24	5:54 am	8:21 am	+1.68	7:42 am	10:30 am	+1.58
3:03 pm	5:45 pm	+4.05	3:37 pm	6:21 pm	+3.95	8:56 am	11:52 am	-5.57	9:26 am	12:33 pm	-5.35	10:05 am	1:28 pm	-4.99	11:08 am	2:39 pm	-4.59	12:50 pm	4:06 pm	-4.37
9:22 pm	11:51 pm	-4.08	10:08 pm			4:16 pm	7:01 pm	+3.76	5:02 pm	7:52 pm	+3.53	5:59 pm	9:03 pm	+3.34	7:11 pm	10:29 pm	+3.36	8:35 pm	11:44 pm	+3.55
						11:00 pm														

 The Rip, VIC – March 2024

 PRINT TABLE

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

 SUN 10 MAR			MON 11 MAR			TUE 12 MAR			WED 13 MAR			THU 14 MAR			FRI 15 MAR			SAT 16 MAR		
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
3:34 am	5:54 am	-3.13		12:49 am	+3.77		1:45 am	+3.94		2:35 am	+4.02	12:40 am	3:21 am	+4.01	1:24 am	4:03 am	+3.94	2:05 am	4:42 am	+3.82
9:26 am	12:15 pm	+2.41	4:22 am	6:52 am	-4.01	5:02 am	7:40 am	-4.87	5:39 am	8:22 am	-5.67	6:15 am	9:00 am	-6.32	6:50 am	9:38 am	-6.70	7:27 am	10:16 am	-6.76
2:39 pm	5:35 pm	-4.53	10:34 am	1:25 pm	+3.34	11:30 am	2:18 pm	+3.97	12:20 pm	3:03 pm	+4.39	1:07 pm	3:47 pm	+4.60	1:51 pm	4:31 pm	+4.64	2:34 pm	5:13 pm	+4.52
9:52 pm			4:09 pm	6:54 pm	-4.93	5:20 pm	8:02 pm	-5.23	6:22 pm	9:00 pm	-5.33	7:17 pm	9:52 pm	-5.24	8:09 pm	10:40 pm	-5.03	8:58 pm	11:23 pm	-4.73
			10:57 pm			11:52 pm														

Appendix C: Course

This appendix describes the course and how it is to be sailed. The diagrams should not be used for navigation and the positions shown may vary on the day.

C1 Course

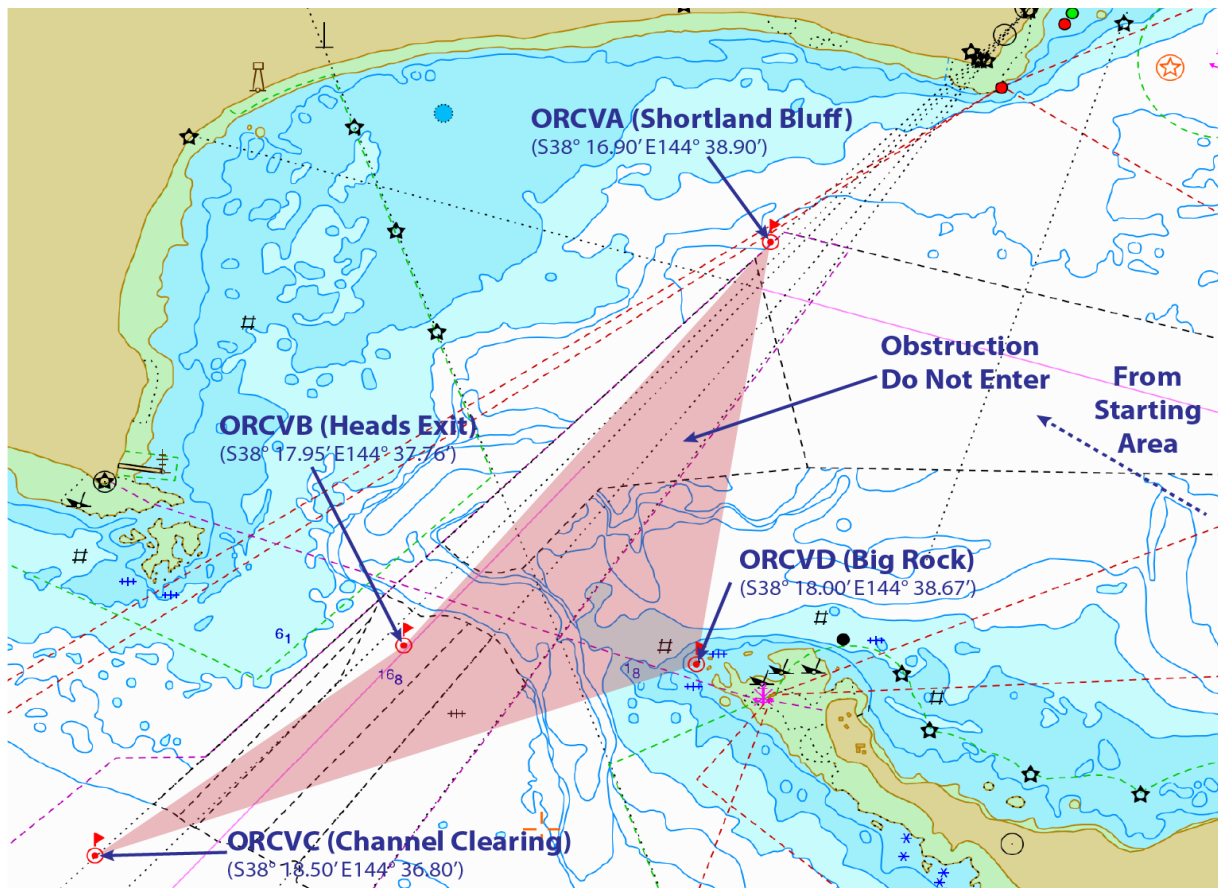
- From the starting line,
- Pass the virtual mark ORCVA to Port.
- Keep clear of the Heads Exit Exclusion Zone, as described in C2 Heads Exit Exclusion Zone, to Port.
- Keep clear of the Pilot Boarding Ground Exclusion Zone, as described in C3 Pilot Boarding Ground Exclusion Zone.
- Thence to the finishing line at Grassy, King Island.

C2 Heads Exit Exclusion 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 shown in the diagram below and bounded by the following locations given in the Table 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

- 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 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 shall be submitted to the Race Director on request.

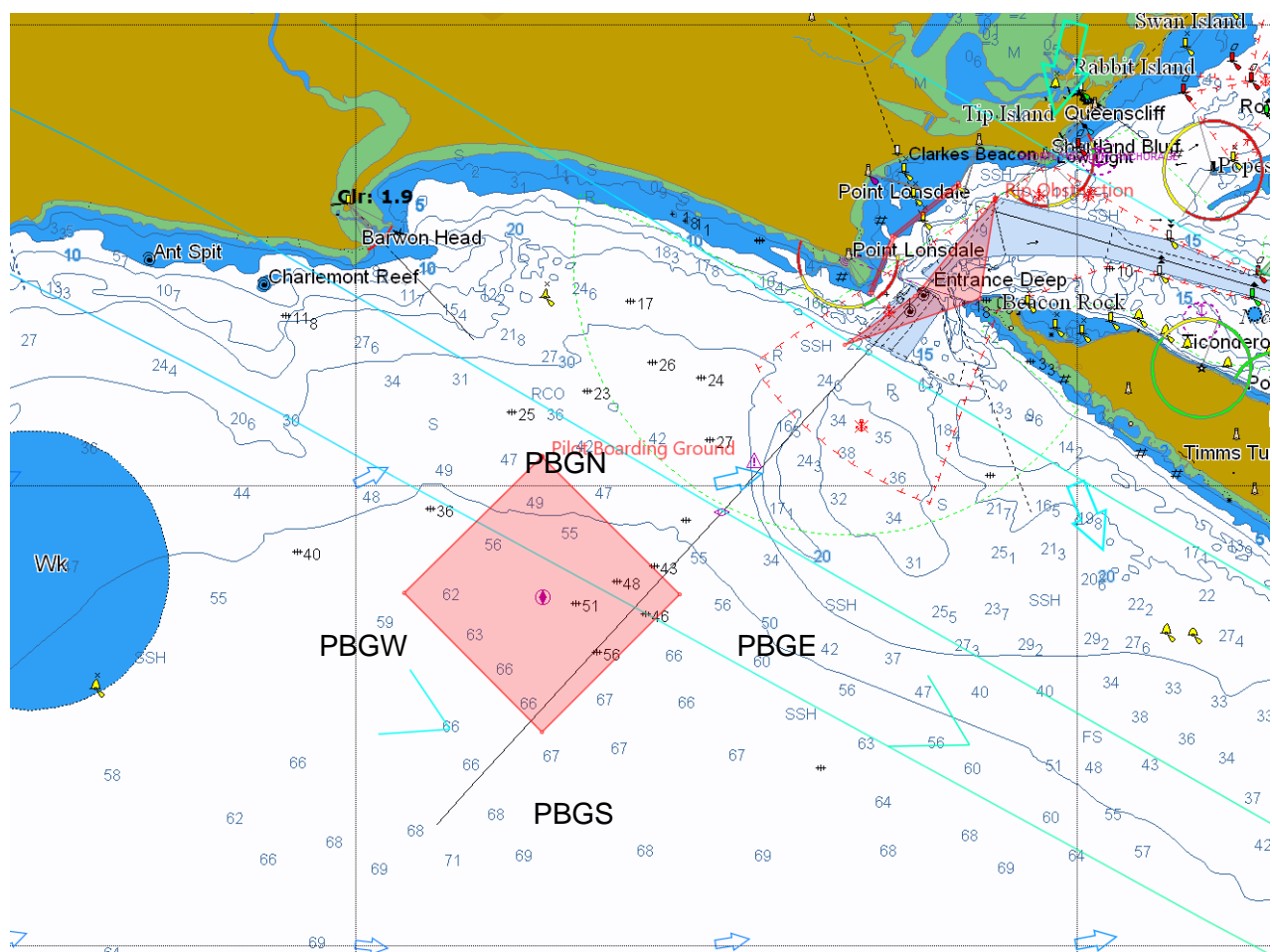


C3 Pilot Boarding Ground Exclusion Zone

- C3.1. Yachts are required to keep clear of the Pilot Boarding Ground outside the Port Phillip Heads to avoid obstructing the pilot boats and shipping.
- C3.2. 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

- C3.3. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 9.
- C3.4. Yachts are required to record their track around the Pilot Boarding Ground Exclusion Zone using their chart plotter or similar device, and to take a photograph of this track to demonstrate compliance with the Pilot Boarding Ground Exclusion Zone. This photograph shall be submitted to the Race Director if requested.



Appendix D: Finish

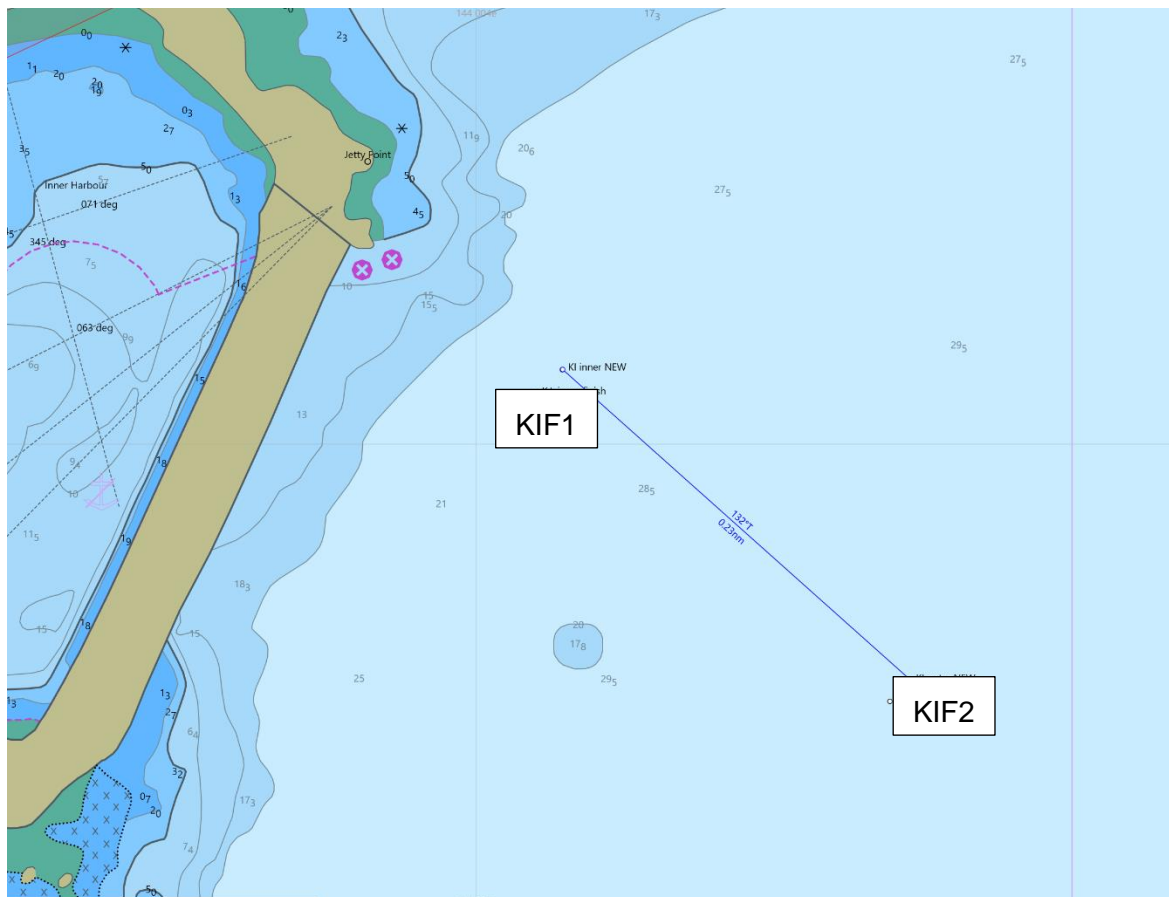
This appendix describes the Finishing Line and the post finishing procedures. Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

D1 Reporting

- D1.1 Each yacht shall call Ocean Racing on VHF Channel 73 when approximately 30 minutes from the finish, advising her location and estimated time of arrival at the finishing line.
- D1.2 A second finishing report shall also be made to Ocean Racing on VHF Channel 73 when approximately 5 minutes from the finish line. Note: This is especially important at night or when visibility is limited. A yacht that fails to make this call in a timely manner may not receive an accurate finishing time.
- D1.3 In addition to the above, yachts must maintain their routine radio schedules until they have crossed the finishing line.
- D1.4 After finishing, radios should be left on until the yacht has berthed to facilitate communications with KIBC personnel, note the KIBC VHF channel is 72.

D2 Finishing Line

- D2.1. The finishing line is located off Grassy Island at the northern end of the Grassy Harbour Main Breakwater.



- D2.2. The finishing line is between virtual marks KIF1 and KIF2, having a length of approximately 0.23 nm and bearing approximately 132 degrees True. The locations of the virtual marks are:-

KIF1: S40° 03.963' E144° 04.056'

KIF2: S40° 04.118' E144° 04.282'

Yachts shall finish between these marks, in a southerly direction. After finishing yachts should stay well clear of the shore around Grassy Island at the Southern end of the breakwater.

Note this finish line has been changed from the 2023 King Island Race to suit the race directors viewing of the finish line.

- D2.3. A yacht finishing at night shall illuminate her sail numbers or turn on her spreader lights when approaching the finishing line. The Race Director may request further aids to identification as a yacht approaches the line.
- D2.4. Unless circumstances prevent it, the finishing times of each yacht will be taken by the Race Director at the finish but, as a back-up, each yacht shall record its own finishing times accurate to 1 second and shall inform the Race Director of this time if requested.

D3 Mooring Facilities

- D3.1 On arrival at Grassy Harbour, King Island Boat Club personnel will direct yachts to moorings and operate a ferry service on and off yachts.
- Use VHF channel 72 to request ferry transfer to the club house. The ferry has a limited capacity and life jackets must be worn on the ferry.
 - **Please note that you need to supply your own life jacket for use on the ferry.**
- D3.2 Some of the moorings are not available for use by Yachts. Skippers must only use moorings when directed to do so by KBIC volunteers.
- D3.3 The moorings at Grassy comprise a buoy, buoy rope and chain. Yachts must tie off using their own line looped through the mooring chain.
- D3.4 If necessary, a line may be attached to the buoy rope for the purpose of lifting the mooring chain by winch. However, the upper level buoy rope must not be used to tie off.
- D3.5 When proceeding through the harbour, take care to avoid buoy ropes which may float close to the surface particularly at low water. In the event that a buoy rope is snagged or otherwise damaged, the incident must be reported at the time to ORCV and/or KIBC so that any repairs can be made, in advance of the mooring owners return.
- D3.6 Some yachts arriving early will be able to moor bow or stern to the fishermen's jetty. Yachts intending to depart prior to 1330 hours on Sunday should use a swing mooring.

D4 Tasmania Entry Procedure

- D4.1 A Notice to Competitors will be issued on or before 1200 on Thursday 7 March providing details of any Biosecurity Tasmania entry requirements and procedures.
- D4.2 In line with normal Biosecurity Tasmania requirements, no fresh fruit or vegetables shall be taken ashore.

D5 Declarations

- D5.1. Each yacht is required to lodge a declaration on the form provided in Appendix E: Race Declaration with the race director within 12 hours of the yacht finishing the race. Failure to comply may be taken to mean that the yacht has retired from the race.
- D5.2. Declarations shall be sent by email or SMS as a photograph or PDF to the Race Director.
- D5.3. If a skipper is uncertain as to whether a rule has been breached, he or she should report the circumstances on the rear of this declaration form.
- D5.4. Any yacht proceeding directly to another port after finishing the race shall send their declaration to the Race Director by email or SMS as described above within one hour of finishing and advise its intentions at this time.

D6 Presentation

- D6.1. Results will be announced at 1030 hours on Sunday 10 March 2024 or other time as advised at by SMS to skippers.

D7 Supply Ship

- D7.1. The King Island supply ship has right of way over any other vessel to enter into the harbour without delay or restriction.
- D7.2. Yachts are prohibited from anchoring anywhere in the area marked Mooring Prohibited on the accompanying diagrams.
- D7.3. King Island Ports personnel will be on site to ensure vessels left in the prohibited area are removed before the arrival of the supply ship. Any costs incurred by removing vessels or delaying the supply ship will be charged to the offending vessel's owner.

D8 King Island General Information to crew

- D8.1. Although there is no bus service provided to Currie, KIBC may assist with arrangements for airport connections.
- D8.2. King Island Boat Club has asked all to be mindful of others and to behave as they would "in the High Street of their home town".
- D8.3. King Island Boat Club may close the bar in the early hours of Sunday morning and reopen at 0700 for breakfast of bacon and eggs etc. Personnel will be on hand through the night for yacht arrivals.
- D8.4. Although EFTPoS facilities are available at the Club, their operation is not guaranteed.
Competitors are advised to bring cash.

D9 Grassy Tides

King Island (Grassy), TAS – March 2024

PRINT TABLE

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

SUN 3 MAR		MON 4 MAR	TUE 5 MAR		WED 6 MAR		THU 7 MAR		FRI 8 MAR		SAT 9 MAR	
HIGH	4:44 am 1.18 m	HIGH 5:02 am 1.13 m	LOW	12:15 am 0.80 m	LOW	12:51 am 0.90 m	LOW	1:52 am 0.98 m	LOW	4:00 am 1.02 m	LOW	6:14 am 0.95 m
LOW	10:49 am 0.25 m	LOW 11:13 am 0.25 m	HIGH	5:24 am 1.11 m	HIGH	5:51 am 1.10 m	HIGH	6:32 am 1.10 m	HIGH	8:05 am 1.07 m	HIGH	10:16 am 1.10 m
HIGH	6:10 pm 1.37 m	HIGH 6:58 pm 1.36 m	LOW	11:45 am 0.28 m	LOW	12:29 pm 0.33 m	LOW	1:30 pm 0.40 m	LOW	2:59 pm 0.48 m	LOW	4:47 pm 0.52 m
LOW	11:46 pm 0.71 m		HIGH	7:54 pm 1.34 m	HIGH	8:59 pm 1.32 m	HIGH	10:11 pm 1.33 m	HIGH	11:25 pm 1.37 m		

King Island (Grassy), TAS – March 2024

[PRINT TABLE](#)

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

● SUN 10 MAR		MON 11 MAR		TUE 12 MAR		WED 13 MAR		THU 14 MAR		FRI 15 MAR		SAT 16 MAR	
HIGH	12:27 am 1.43 m	HIGH	1:15 am 1.49 m	HIGH	1:55 am 1.51 m	HIGH	2:31 am 1.51 m	HIGH	3:04 am 1.47 m	HIGH	3:37 am 1.41 m	HIGH	4:09 am 1.33 m
LOW	7:04 am 0.83 m	LOW	7:42 am 0.66 m	LOW	8:15 am 0.48 m	LOW	8:45 am 0.31 m	LOW	9:14 am 0.18 m	LOW	9:43 am 0.09 m	LOW	10:13 am 0.06 m
HIGH	12:05 pm 1.22 m	HIGH	1:23 pm 1.38 m	HIGH	2:21 pm 1.52 m	HIGH	3:12 pm 1.62 m	HIGH	3:59 pm 1.66 m	HIGH	4:45 pm 1.64 m	HIGH	5:30 pm 1.58 m
LOW	6:35 pm 0.50 m	LOW	7:45 pm 0.47 m	LOW	8:38 pm 0.46 m	LOW	9:22 pm 0.46 m	LOW	10:02 pm 0.49 m	LOW	10:40 pm 0.53 m	LOW	11:16 pm 0.58 m

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 2024
Melbourne to King Island Yacht Race and have noted any required declarations on the rear of this form.

☐ Please tick if you had a safety related incident or near miss during the race. If so, someone from the Incident Management Team will contact you for details.

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

Signed:	
Date:	

Return Voyage

Details of the planned return voyage are:

Expected date/time of departure:		
Destination:		
Expected date/time of arrival:		
Shore based contact who'll be aware of crew changes, next of kin and voyage progress:	Name:	
	Telephone:	
Shore Radio Station with which the yacht will maintain position schedules: <i>Note: Returning yachts are required to maintain position schedules until they have re-entered Port Phillip</i>		
Same crew as for race:	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below	

The skipper shall SMS the race director once safely inside the Port Phillip heads.

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

Name	Role(s) or “Deleted”	Next of Kin (for additions)	Phone Number(s)

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

Any changes to return crew or sailing plan after handing in this form must be reported to ORCV on 0418 396 605.

Signed	
Person in Charge	
Date	