ORCV
OCEAN RACING

SAILING INSTRUCTIONS

2021 MELBOURNE TO KING ISLAND YACHT RACE



Organised by the ORCV with the co-operation and assistance of the King Island Boat Club

KING ISLAND
ORCV OCEAN RACE

Version 1.02

AMENDMENTS

Number	Instructions Changed	Summary of Amendment
1	A9.1 and A10.1	The Position Time for evening radio and Satphone skeds has been corrected to read 2105.
	D3.1	The location of the wave generator platform has been corrected. The longitude is E144° 03.525’ (not E144° 05.525’). Please note that the diagram showing the approximate position of the platform was correct.
	Minor typographical errors	A number of typographical errors have been corrected. The corrected errors do not affect the substance of the SI.

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Australia

SAILING INSTRUCTIONS

THE 2021 MELBOURNE TO KING ISLAND 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 WITH THE CO-OPERATION AND ASSISTANCE OF THE KING ISLAND BOAT CLUB.

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 applicable, the rules and regulations of the Australian Measurement System (AMS) and the IRC Rule Parts A, B and C;
- the Notice of Race,
- except as amended by these Sailing Instructions.

1.2. All times in these Sailing Instructions are Australian Eastern Daylight Time (AEDT) unless otherwise stated.

1.3. Between the hours of Sunset and Sunrise, RRS 10 to 22 inclusive shall cease to be applicable and shall be replaced by the International Regulations for the Prevention of Collision at Sea.

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

- Sunrise: 0709
- Sunset: 1952

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

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

4. THE COURSE

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

5. THE FINISH

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

6. PROTESTS & REQUESTS FOR REDRESS

6.1. Protests or requests for redress are to be lodged with an official of the ORCV or the ORCV office no later than 1200 on Tuesday, 9 March 2021.

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

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

6.4. All requests for redress involving the official time sheet must be submitted as soon as possible after the posting of the results but no later than 1200 on Tuesday, 9 March 2021.

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

7. PENALTY SYSTEM

7.1. If, after a protest and hearing, a yacht is found to have infringed a rule, the protest committee may disqualify or otherwise penalise the yacht in accordance with the provisions of RRS 64.

7.2. The protest committee may apply a time penalty for a breach of a rule or the Sailing Instructions declared by an infringing competitor without a hearing or after a hearing if a protest is contested.

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

- For a minor infringement – 15 minutes

- For a significant infringement – 60 minutes
- For a serious infringement – the penalty will rest with the protest committee and may result in a time penalty or disqualification.

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

7.5. Failure without reasonable cause of a yacht to report their position in accordance with SI A9 or SI A10 may result in a penalty being applied at the Race Committee's discretion, having regard to the circumstances (amends RRS 60.2), as follows:

- 1st report missed – 10 minutes added to elapsed time
- Each subsequent report missed – 20 minutes added to elapsed time

Any boat that fails to report her position at three consecutive skeds by any means will be scored DNF without a hearing (amends RRS 63.1)

7.6. Yachts that sail within the bounds of the Port Phillip Heads Exclusion Zone, described in SI C3, shall receive a 10% penalty to their elapsed time.

8. YACHTS RETIRING

Yachts retiring shall inform the race committee as described in *A14 Yachts Retiring*.

9. SAFETY REGULATIONS

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

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

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

9.4. In particular, attention is drawn to Victorian regulations which stipulate the mandatory wearing of lifejackets when on deck during times of heightened risk. This includes crossing a bar, transiting the Heads (classified as a bar), sailing at night and when the weather or weather forecast indicates risk. For full details, consult the Transport Safety Victoria (www.transportsafety.vic.gov.au).

9.5. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) while within Port Phillip and particularly while transiting Port Phillip Heads where ships have very limited ability to manoeuvre, as required by Port of Melbourne Corporation Harbour Master's Directions. Yachts should take any necessary avoiding action early.

9.6. In the event of avoiding action becoming necessary, a yacht may start its engine and motor to avoid a shipping hazard, on a course perpendicular to the ship's track for as long as necessary.

9.7. A yacht that takes such action shall return to the location they started motoring, cease motoring and resume racing as soon as possible. The details of any such action must be reported to the Race Director on the Declaration after finishing.

9.8. Attention is drawn to Rule 9 (a) and Rule 9 (b) of the International Regulations for Preventing Collisions at Sea, 1972, and yachts shall hold to any course and directions prescribed during the Shipping Advice Broadcast. Yachts found to have impeded the progress of a commercial vessel will be disqualified.

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

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

9.11. Yachts must complete the Return Voyage Plan included as part of the Declaration in *Appendix E Race Declaration*.

10. UNSUITABLE CONDITIONS

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

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

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

10.4. Termination of the race will be advised by radio communications or satellite phone as available.

11. RACE COMMUNICATIONS

Race communications procedures, including HF radio and satellite phones, 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 the Australian Sailing member protection policies described in *https://www.sailingresources.org.au/clubresources/memberprotection/.*

13.2. Skippers are reminded that crew behaviour is their responsibility at all times, including post-race celebrations.

13.3. No flares of any type are to be fired while the yacht is moored at Grassy Harbour. 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.

13.4. Skippers are asked to remind crew that open liquor containers in a public street is an offence in Tasmania and will be prosecuted in King Island. This does not include premises bound by a liquor license or liquor permit.

14. APPENDICES

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

Appendix A Race Communications

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

A1 General

A1.1 While racing, a yacht shall neither make nor receive radio communications not available to all yachts. This restriction also applies to mobile telephones and satellite phones.

A1.2 It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules. Penalties for missing Position Schedules are given in SI 7.5.

A1.3 Yachts must not give false or misleading position reports.

A1.4 Yachts must not interfere with operation of any tracking units.

A1.5 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

A1.6 Yachts using satellite phones (satphones) for communications must leave them on at all times and monitor and answer them when called.

A2 Race Frequency

A2.1 The following HF frequencies may be used:

	Primary	Secondary	Schedules
Day	12305 kHz	8210 kHz	1510
Night	6218 kHz	4483 kHz	0610, 2110

Note: HF 6218, 8210 & 12305 kHz will be used in simplex mode. Yachts need to check their radios to ensure this is correctly set as the normal usage for those frequencies is duplex.

Communication is expected to be on the Primary Race Frequency. However, if conditions are poor, yachts may be instructed to switch to the Secondary Race Frequency.

If a yacht cannot hear or be heard on a Primary Race Frequency, they should switch to the Secondary Race Frequency and wait to be contacted (usually after the schedule in progress). If not contacted or communication still not possible, proceed as for HF radio failure described in SI A13.

A2.2 The following VHF channels may be used:

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

A2.3 The following telephone numbers may be used:

Number	Usage
0418 396 465	Start Director Crew Changes
0418 396 605	Race Director's Phone Satphone Position Schedules
02 6151 6688	Kordia Phone Organise radio checks

A2.4 The following email addresses may be used:

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

A2.5 Yachts using satphones instead of HF radio will use the Race Director mobile phone number (0418 396 605) for all communications other than crew changes and the race Sign On .

A2.6 Kordia may be contacted on 02 6151 6688 for radio checks and other radio related issues.

A2.7 Yachts are required to monitor VHF Channel 82 between 2330 - 0005. This channel may be used to notify yachts of changes to HF frequencies and other procedural matters.

A3 Race Radio Stations

A3.1 Kordia (*Charleville Radio*)

- HF Sign-On Schedule
- HF Position Schedules

A3.2 ORCV (*Ocean Racing*)

- Pre-race Communications (VHF 82)
- Shipping Advice Broadcast (VHF 12)
- Premature starters (VHF 12)

- Finishing Reports (SMS, VHF 73)

A3.3 If noise levels are too high for good reception, Kordia may delegate the taking of a Position Schedule to a vessel in the fleet or a shore-based radio station such as *Ocean Racing* or *Smithton Radio*. This will normally be done before the schedule starts.

A3.4 Any other yacht or station nominated by Kordia will provide assistance where necessary.

A3.5 Changes to race radio stations may be announced following the Sign-On Schedule.

A4 CREW CHANGES

A4.1 Late crew changes may be notified by calling the Assistant Race Director (Race Start) on 0418 396 465 between 1800 and 2100 on Friday, 5 March 2021.

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 HF SIGN ON SCHEDULE

A5.1 For yachts using HF radio, a sign on schedule will be conducted on the Night Race Frequency by Kordia (*Charleville Radio*) commencing at 0005 and concluding no later than 0130 on Saturday, 6 March 2021.

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

A5.3 Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts must reply *"[yacht name] is a starter, {XX] persons on board, we comply with the Notice of Race including Clause 5 dealing with Covid Safe Requirements "All crew on board have a registration for entry to Tasmania without quarantine valid from 6 March 2021 OVER"*

A5.4 Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.

A5.5 Any yacht failing to respond on the Race Frequency during this schedule shall not be considered a starter in the event and shall be scored DNS.

A5.6 In case of difficulties, yachts should contact the Assistant Race Director (Race Start) via an SMS text message. The SMS facilities of the yacht's tracker may be used for this purpose.

A5.7 Any changes to the stations and frequencies used for the Sign-On Schedule will be notified prior to the schedule start on VHF Channel 82.

A6 SATPHONE SIGN-ON SCHEDULE

A6.1 Yachts using satellite phones for position reporting shall undertake their Sign-On commencing 0045 using VHF Channel 82

A6.2 Yachts will be called by *Ocean Racing* in alphabetical order to confirm that they are starters in the race. If intending to race, yachts must reply *"[yacht name] is a starter, {XX] persons on board, we comply with the Notice of Race including Clause 5 dealing with Covid Safe Requirements All crew on board have a registration for entry to Tasmania without quarantine valid from 6 March 2021 OVER"*

A6.3 Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.

A6.4 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.

A6.5 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced during the schedule.

A6.6 Any changes to the Sailing Instructions and changes to yacht handicaps will be sent by SMS message.

A7 SHIPPING ADVICE BROADCAST

At 0130, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

A7.1 All yachts are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are three nautical miles outside Port Phillip Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency as well.

A7.2 Yachts should revert to the Race Frequency and VHF Channel 16 when three miles clear of the Heads.

A8 PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

A9 HF Position Schedules

A9.1 For yachts using HF radios, position schedules will be conducted by Kordia (*Charleville Radio*) at the following times (Reporting Time) and using the following frequency groups (Frequency Group):

Reporting Time	Frequency Group	Position Time
0610	Night	0605
1510	Day	1505
2110	Night	2105

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

A9.2 Yachts will report their position in degrees and whole minutes only of Latitude and Longitude.

A9.3 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 as brief as possible and give factual information such as wind speed and direction and wave conditions.

A9.4 Schedules will take place on the Primary frequencies unless Kordia indicates otherwise. At the end of each schedule, Kordia may confirm the frequency to be used for the next schedule.

A9.5 The first schedule will be at 0610 on Saturday, 6 March 2021.

A9.6 Schedules will continue until each yacht has crossed the finish line or otherwise retired and reached a safe harbour.

A9.7 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.

A10 Satphone Position Schedules

A10.1 Yachts using satellite phones will send their position reports to the Race Director by SMS message on 0418 396 605 within 5 minutes after the Reporting Time given in the following table:

Reporting Time	Actual Position	Estimated Position
0600	0600	0605
1500	1500	1505
2100	2100	2105

A10.2 Yachts will provide their actual position at the times given in the Actual Position column in the table in SI A10.1.

A10.3 In addition, yachts will provide their estimated position at the times given in the Estimated Position column in the table in SI A10.1.

A10.4 The SMS message used to report positions will have the following format:

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

where *{Yacht}* is the yacht's name, *{SN}* is its sail number, the first *{dd mm ddd mm}* is the actual position and the second *{dd mm ddd mm}* is the estimated position, in each case where *{dd mm ddd mm}* is the degrees and minutes of latitude and longitude at the appropriate time.

A10.5 The Race Director will provide reported positions to Charleville Radio who will relay them to the remainder of the fleet at the conclusion of the corresponding radio schedule.

A11 Finishing Reports

Once a yacht is estimated to be 30 minutes from the finish, it must report as described in SI D1.

A12 Ad Hoc Communications

Yachts needing to make contact with Kordia (*Charleville Radio*) between schedules should do so using the standard HF calling frequencies as follows:

Frequency	Period
4125 kHz	Night
6215 kHz	Day or Night
8291 kHz	Day
12290 kHz	Day

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 OR SAT PHONE FAILURE

A13.1 In the event of HF radio or Satphone failure after the start of the race, every effort should be made to contact Kordia, Ocean Racing, Smithton Radio, Marine Radio Victoria (MRV), Tas Maritime Radio (TMR) or another yacht by one of the following 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 (MRV) 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 International, not US or Canadian, frequencies when using repeaters.
- Try VHF Channel 21 via the repeater station on Three Hummocks Island. This is the preferred VHF frequency for Western Bass Strait south of 39° South and Smithton Radio and TMR can be reached through it.
- Try VHF Channel 80 to reach the repeater on Dazzler Range which may be accessible.

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.

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 in *Appendix E Race Declaration*.

A14 YACHTS RETIRING

A14.1 Should a yacht retire from the race, every effort must be made to advise Kordia (Charleville Radio), Smithton Radio, Marine Radio Victoria (MRV), Tas Maritime Radio (TMR) or the Race Director by satphone 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 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 Kordia (*Charleville 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 The trackers have a distress function. Crews should familiarise themselves with the operation of this function.

A15.2 Difficulty (VHF)

Tas Maritime Radio (TMR)

Tas Maritime Radio (TMR) have established a network of multi-frequency base stations around Tasmania and monitors VHF Channel 16 via these base stations with the ability to switch to other channels for extended interactions. TMR operate between 0700 and 1900 all year round. Outside of these hours, they hand over to TasPorts Security.

With the co-operation of Mary Kay at Smithton Radio, TMR can also access the Three Hummock Island base station which is included in the network.

The TMR base station network is shown in the diagram in SI A17.

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.

Repeater Network

Some VHF Repeaters are also available in the race area as shown in the following table:

Location	VHF	Monitored By
Bluff Hill Point	81	Smithton Radio (CG Smithton)
Dazzler Range	80	Tamar Sea Rescue (CG Tamar)

Location	VHF	Monitored By
Mount Horror	82	Tamar Sea Rescue (CG Tamar) St Helens Marine Rescue
Three Hummock Island	21	Smithton Radio (CG Smithton) Burnie Radio

The Victorian and Tasmanian repeaters are shown in the diagram in SI A18. It should be noted that these repeaters are not continuously monitored.

Additional Stations

In addition, the following stations may be of assistance:

- Coastguard Melbourne - VHF Channels 82 and 22 to 40° South, HF 2524 kHz
- Smithton Radio - VHF Channel 21, HF 4483 kHz
- Ocean Racing – VHF Channel 16 and 73, HF 4483 kHz
- Tamar Sea Rescue – VHF Channel 16, 21, 73 and 80

A15.3 Distress (HF)

In the race area, the distress frequencies HF 4125, 6215, 8291 and 12290 kHz are monitored by Charleville Radio (VMC). In addition, Tas Marine Radio (TMR) monitor the first three but not 12290 kHz. Any distress call will be handled by the closest station with the best radio reception.

A15.4 Weather

Regular broadcasts of weather forecasts are made by Charleville Radio (VMC) 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 for Queensland, local at the 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

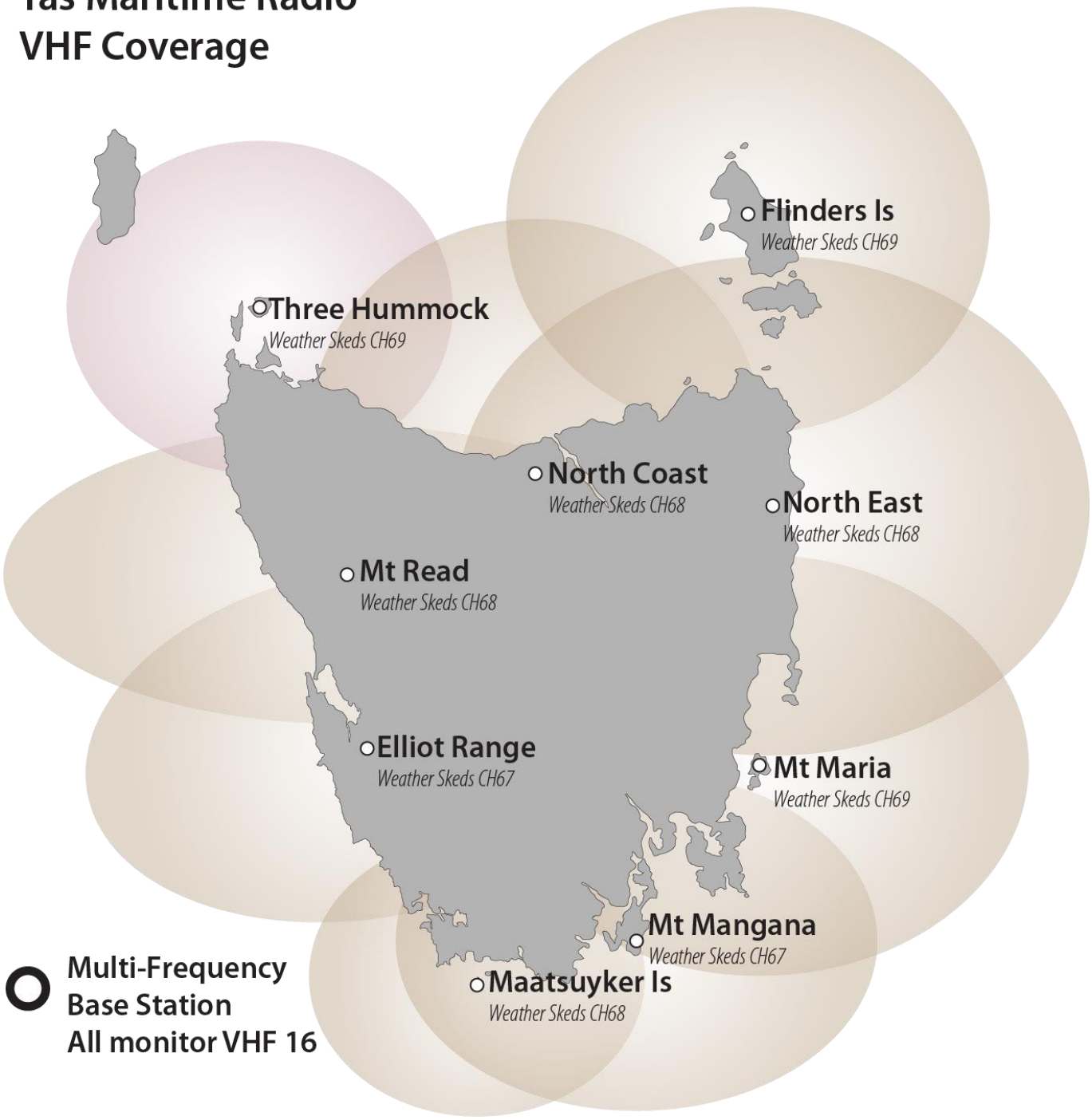
Navigation Maritime Safety Information notices are broadcast at 25 minutes past each hour.

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

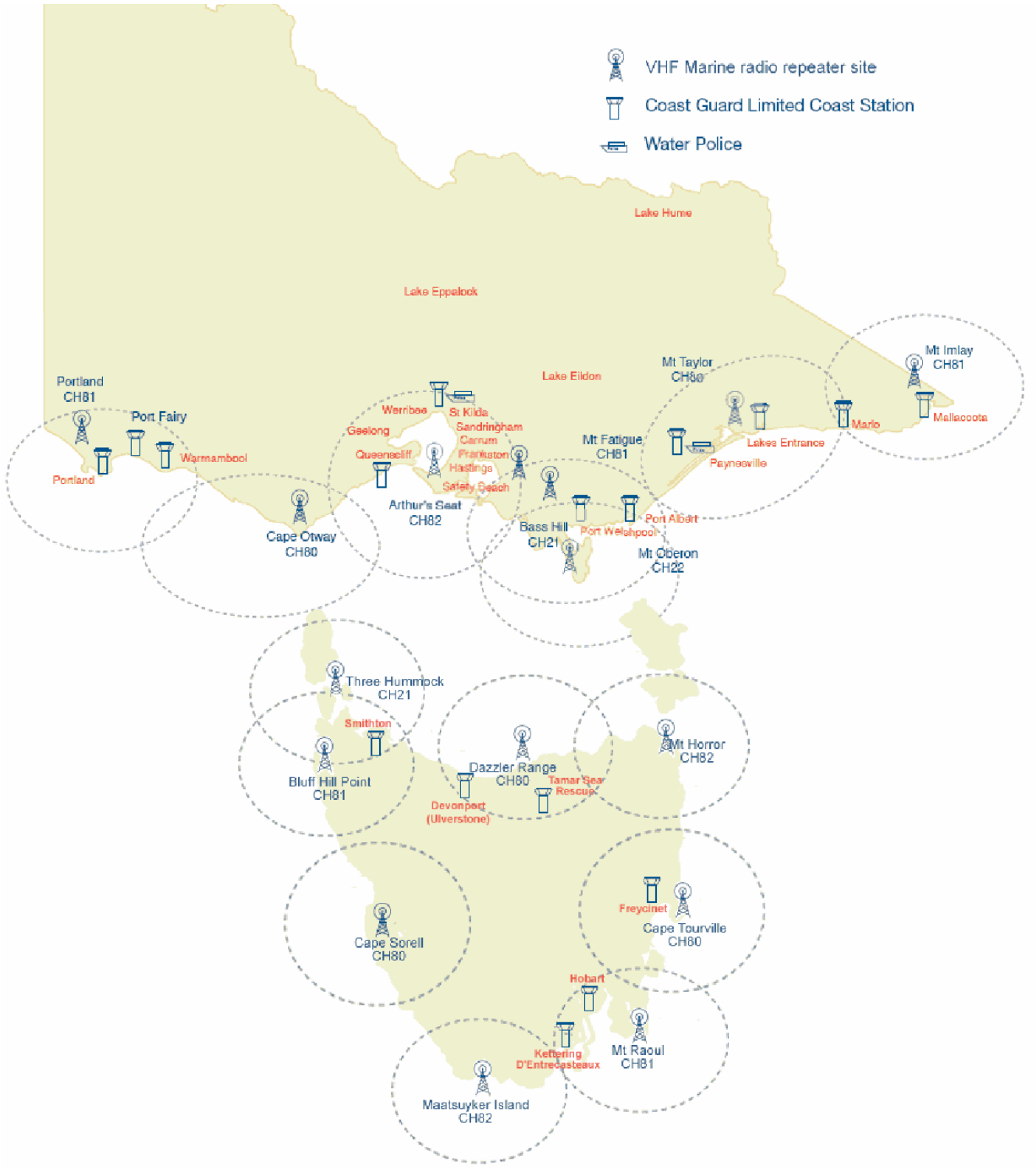
A16 SUMMARY

Date	Time	Action	Channel	Station	Ref
5 March	1800-2100	Crew Changes	0418 396 465	Ass. Race Director (Race Start)	SI A4
5 March	2330 - 0005	Monitor	VHF Channel 82	Ocean Racing	SI A3
6 March	0005-0130	HF Sign-On Schedule	HF Night Frequency	Charleville Radio	SI A5
6 March	0045 -0130	Sat Phone User Sign-On Schedule	VHF Channel 82	Ass. Race Director (Race Start)	SI A6
6 March	0130	Shipping Advice	VHF Channel 12	Ocean Racing	SI A7
6 March	0140-0145	Starting Sequence	VHF Channel 12	Ocean Racing	SI B4
6 March	0145	Individual recalls may be notified	VHF Channel 12	Ocean Racing	SI A8
6 March	0600 (Satellite) 0610 (HF)	Position Schedule	0418 396 605 HF Night Frequency	Race Director Charleville Radio	SI A10 SI A9
6 March	1500 (Satellite) 1510 (HF)	Position Schedule	0418 396 605 HF Day Frequency	Race Director Charleville Radio	SI A10 SI A9
6 March	2100 (Satellite) 2110 (HF)	Position Schedule	0418 396 605 HF Night Frequency	Race Director Charleville Radio	SI A10 SI A9
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Position Schedule	0418 396 605 HF Race Frequency	Race Director Charleville Radio	SI A10 SI A9
Finish – 30 minutes		Finishing Report	0418 396 605	Race Director	SI A11, D1
Finish – 5 minutes		Finishing Report	VHF Channel 73	Race Director	SI A11, D1
Berthing		Post Finish	VHF Channel 73	KIBC Tender	SI D1.7

A17 TAS MARITIME RADIO NETWORK



A18 REPEATER NETWORK



Appendix B START

THIS APPENDIX CONTAINS INFORMATION ABOUT THE STARTING LINE AND THE STARTING PROCEDURES. THE DIAGRAMS ARE PROVIDED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION.

B1 START TIME

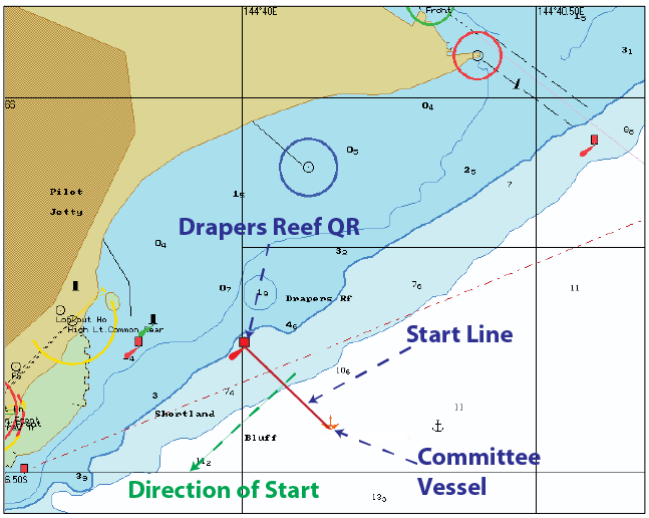
B1.1 The start time will be 0145 on Saturday, 6 March 2021 in the vicinity of Drapers Reef, Queenscliff, always allowing the Race Committee, at their discretion, to postpone to another time.

B1.2 Yachts may elect to start after the start signal at any time up to 0800 on Saturday, 6 March 2021. 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 Yachts starting late are reminded that they must comply with the requirements of ORCV Special Regulation 6.

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.

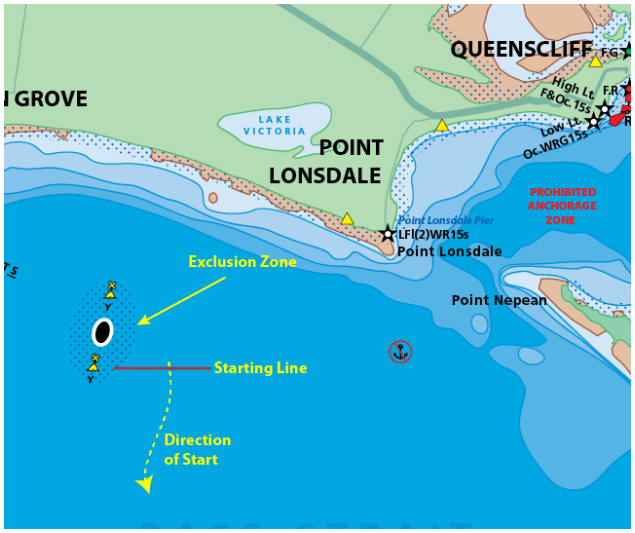


B2.2 In the event of rough weather or other unforeseen difficulties, the vessel or buoy may not be in position. In this case the starting line will be an extension of an imaginary line from a rotating amber light on shore and the Draper's Reef Light, running almost west to east to a distance not exceeding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

B2.3 Yachts shall start in a South-Westerly direction.

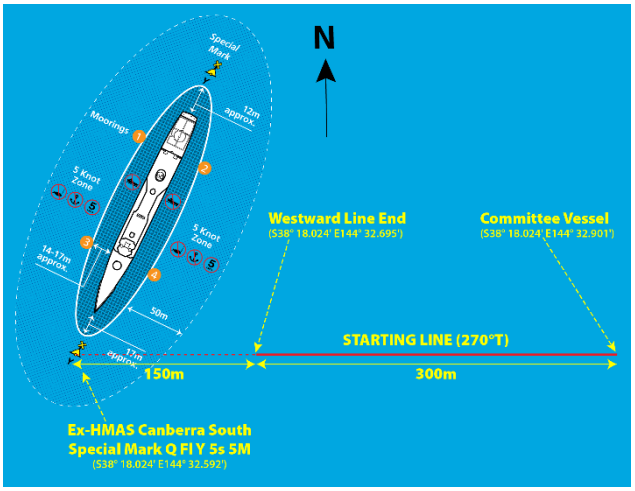
B3 ALTERNATIVE STARTING LINE

B3.1 If the Race Committee determines it necessary, an Alternative Starting Line may be announced by the Race 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 Fl 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.

0140 Warning Signal (white flare)
0145 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 if a Bureau of Meteorology Gale Warning is forecast for any part of the course.

B5.2 Postponements will be announced by SMS to each yacht on their primary registered contact phone. In addition, an announcement may be made on VHF Channel 82 before the Sign-On Schedule (amends RRS 27.3).

B6 TIDAL FLOWS – PORT PHILLIP

The Rip, VIC – March 2021 PRINT TABLE

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

FRI 5 MAR			SAT 6 MAR			SUN 7 MAR			MON 8 MAR			TUE 9 MAR			WED 10 MAR			THU 11 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
2:03 am	4:38 am	+3.93	2:43 am	5:16 am	+3.76		12:07 am	-4.54		12:57 am	-4.09		1:51 am	-3.64	12:39 am	2:52 am	-3.20	1:51 am	4:04 am	-2.92
7:39 am	10:25 am	-6.40	8:14 am	11:02 am	-6.44	3:23 am	5:55 am	+3.53	4:04 am	6:37 am	+3.23	4:50 am	7:25 am	+2.82	5:50 am	8:32 am	+2.31	7:18 am	10:09 am	+1.97
2:36 pm	5:16 pm	+4.34	3:20 pm	6:01 pm	+4.24	8:50 am	11:41 am	-6.24	9:30 am	12:26 pm	-5.84	10:18 am	1:18 pm	-5.30	11:16 am	2:22 pm	-4.72	12:33 pm	3:39 pm	-4.23
8:47 pm	11:19 pm	-4.94	9:40 pm			4:05 pm	6:47 pm	+4.06	4:52 pm	7:39 pm	+3.82	5:45 pm	8:38 pm	+3.57	6:48 pm	9:46 pm	+3.39	8:01 pm	11:01 pm	+3.36
						10:35 pm			11:34 pm											

Appendix C Course

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED. NOTE: THE DIAGRAM OF THE EXCLUSION ZONE IS PROVIDED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION.

C1 Course

- From the starting line,
- Avoiding the Heads Exclusion Zone as described in SI C3, and
- Then to the finishing line at Grassy, King Island.

C2 Alternative Course

For races starting outside Port Phillip Heads as described in SI B3, from the starting line to the finishing line at Grassy, King Island.

C3 Heads Exclusion Zone

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

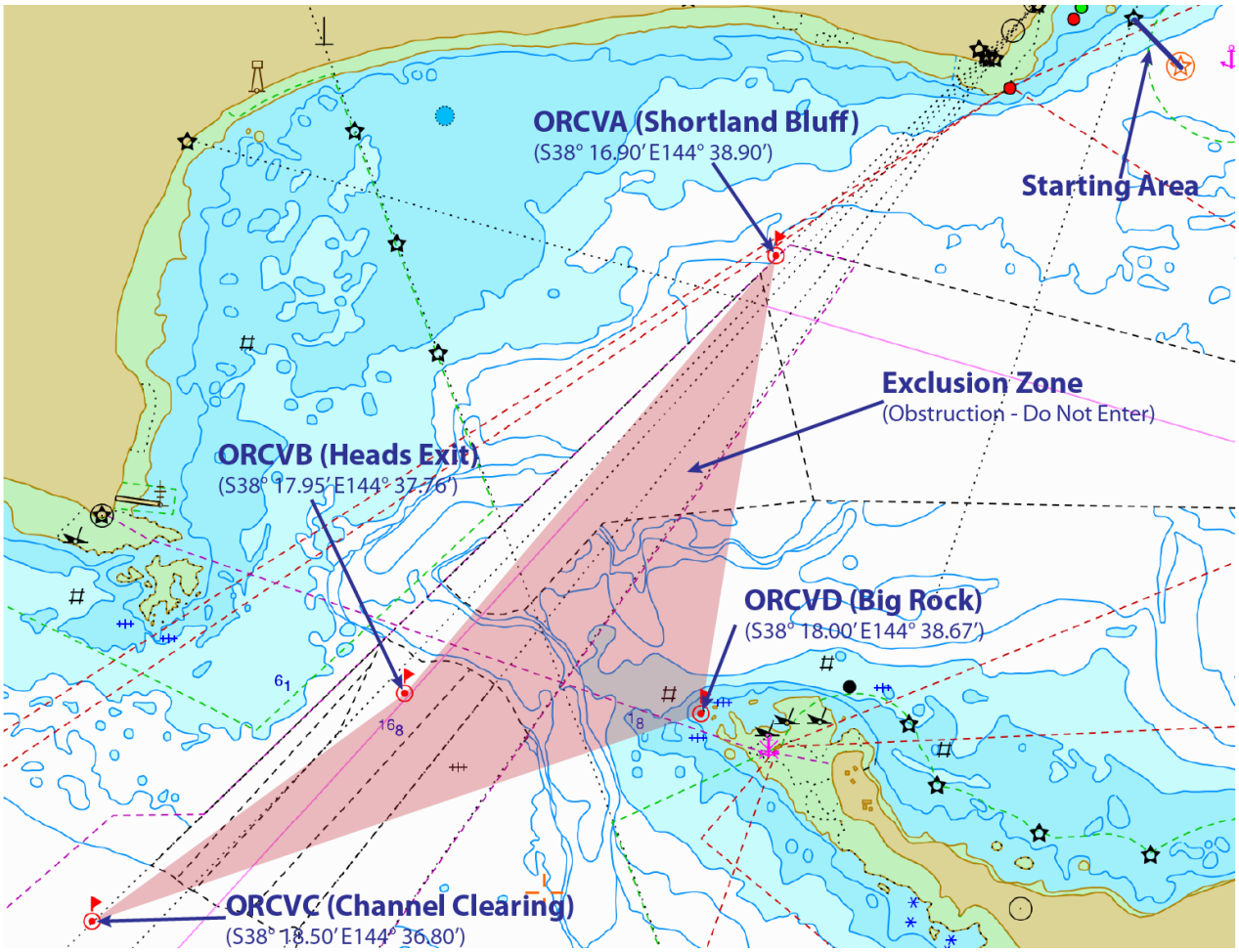
The area bounded by the following locations, shown in the diagram below, is an obstruction:

Mark	Position	Description
ORCVA	S38° 16.90′ E144° 38.90′	Shortland Bluff
ORCVB	S38° 17.95′ E144° 37.76′	Heads Exit
ORCVC	S38° 18.50′ E144° 36.80′	Channel Clearing
ORCVD	S38° 18.00′ E144° 38.67′	Big Rock

C3.2 Yachts shown to have sailed within the bounds of this obstruction shall be penalised as described in SI 7.6.

C4

C4.1 If requested yachts are required to submit a smart phone photograph by SMS to the Race Director on 0418 396 605 showing compliance with the Heads Exclusion Zone provisions in this appendix.



Appendix D FINISH

THIS APPENDIX DESCRIBES THE FINISHING LINE AND THE POST-FINISHING PROCEDURES. THE DIAGRAMS ARE PROVIDED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION PURPOSES.

D1 REPORTING

D1.1 Each yacht is required to SMS the Race Director's phone (0418 396 605) when they are about 30 minutes from the finish, advising their location and estimated time of arrival at the finishing line.

D1.2 Yachts with no mobile phone reception, may use VHF Channel 73 to make the same report to *Ocean Racing*.

D1.3 SMS reporting messages should in the following format:

Fin {Yacht} {SN}, {dd mm ddd mm}, ETA {hhmm}

where *{Yacht}* is the yacht's name, *{SN}* is its sail number, *{dd mm ddd mm}* is the degrees and minutes of latitude and longitude of the yacht's current position and *{hhmm}* is the estimated time of arrival, hours and minutes in 24-hour format.

D1.4 After the 30 minutes report, radios should be left on VHF Channel 73 to enable communications with the finishing line.

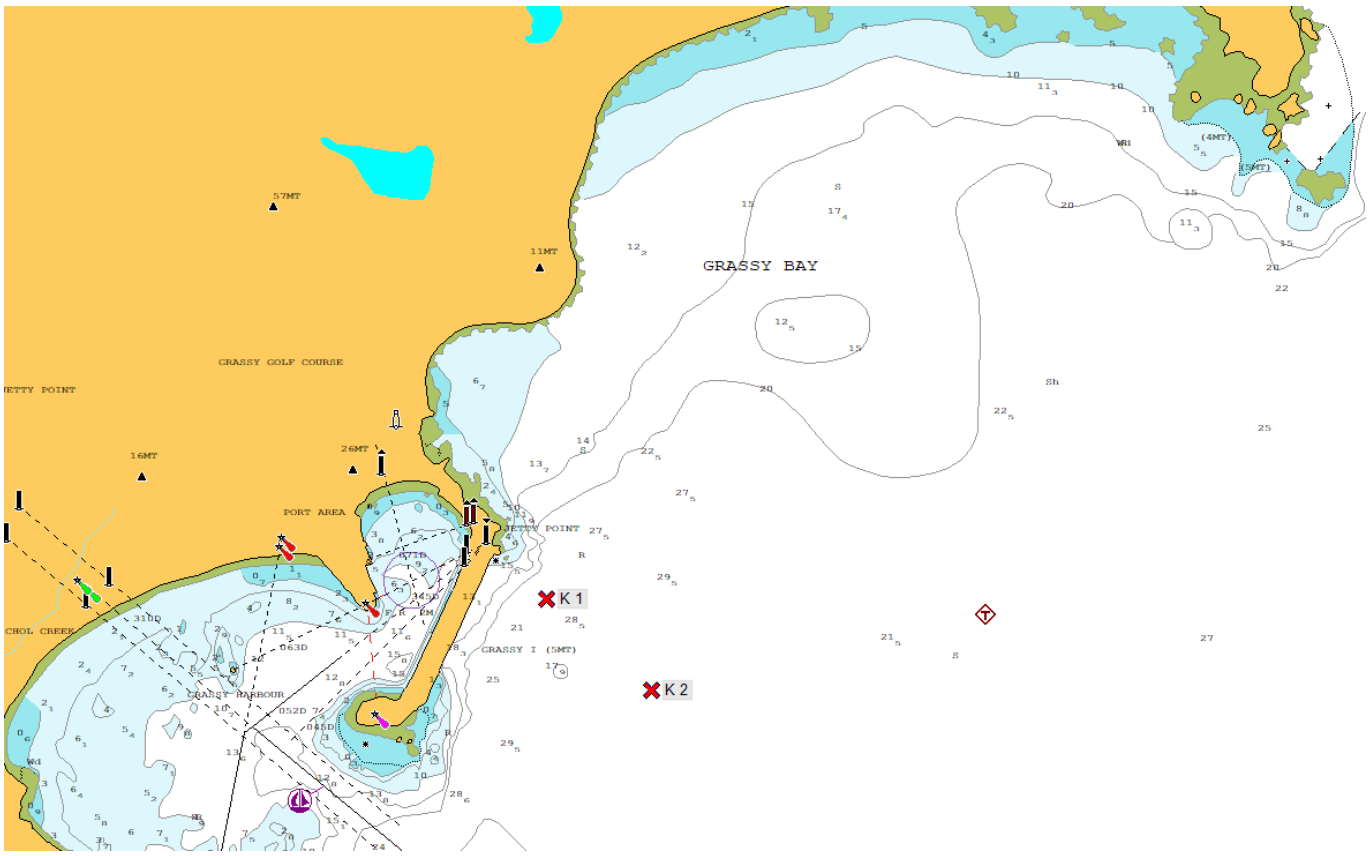
D1.5 As a yacht approaches the finishing line and no later than 5 minutes out, they should call to Ocean Racing on VHF Channel 73 to report their imminent arrival.

Note: This is especially important at night or when visibility is limited. Yachts that fail to make this call in a timely manner may not receive an accurate finishing time.

D1.6 In addition to the above, yachts must maintain their routine radio schedules until they have crossed the finishing line.

D1.7 After finishing, radios should be left on until the yacht has berthed to facilitate communications with KIBC personnel.

D2 FINISHING LINE



D2.1 The finishing line is located off Grassy Island at the northern end of the Grassy Harbour Main Breakwater. *Please note that the finish line has been located further offshore this year.*

D2.2 The finishing line is between virtual marks K1 and K2, a distance of approximately 0.24Nm bearing approximately 130 degrees. The location of the virtual marks is:-

K 1: S40° 03.975′ E144° 04.039′

K 2 S40° 04.128′ E144° 04.269′

Yachts must 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.

D2.3 If weather conditions are suitable, an unlit buoy may be located in the vicinity of the inner mark.

D2.4 Yachts finishing at night are required to illuminate their sail numbers or turn on their spreader lights when approaching the finishing line. The race committee may request further aids to identification as yachts approach the line.

D2.5 Unless circumstances prevent it, the finishing times of all yachts will be taken by the race committee 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.

D3 Wave Generator Platform

D3.1 A wave Generator platform has been located at Grassy. The platform, which has a 125m radius exclusion zone, is located at S40° 03.968′ E144° 03.525′.

D3.2 This location is close to the beach well clear of the Grassy Harbour entrance leads. The chart at the end of this appendix shows the approximate position of the platform and the approximate extent of the exclusion zone (the thin black lines)

D3.3 The Platform displays a 3Nm all round white light

D4 Mooring Facilities

D4.1 On arrival at Grassy Harbour, King Island Boat Club personnel will direct yachts to moorings and operate a ferry service on and off yachts.

D4.2 Some of the moorings are not available for use by Yachts. Skippers must only use moorings when directed to do so by KBIC volunteers.

D4.3 The moorings at Grassy comprise a buoy, buoy rope and chain. Yachts must tie off using their own line looped through the mooring chain.

D4.4 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.

D4.5 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.

D4.6 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.

D5 Tasmanian Entry Proceedures

A Notice to Competitors will be issued on or before Wednesday 3 March providing details of Biosecurity Tasmania's entry procedures.

D6 Declarations

D6.1 Each yacht is required to lodge a declaration on the form provided in *Appendix E Race Declaration* with a member of the race committee within 4 hours of the yacht finishing the race. Failure to comply may be taken to mean that the yacht has retired from the race.

D6.2 Declarations may be handed manually or sent by email or SMS as a photograph or PDF to the Race Director.

D6.3 If a skipper is uncertain as to whether a rule has been breached, they should report the circumstances on the back of this declaration form.

Any yacht proceeding directly to another port after finishing the race shall send its declaration to the Race Director by email or SMS within one hour of finishing and advise its intentions at this time.

D7 PRESENTATION

Results will be announced at 1000 hours on Sunday, 7 March 2021 at the King Island Boat Club or as advised at King Island.

D8 SUPPLY SHIP

D8.1 The King Island supply ship has right of way over any other vessel to enter into the harbour without delay or restriction.

D8.2 Yachts are prohibited from anchoring anywhere in the area marked Mooring Prohibited on the accompanying diagrams.

D8.3 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.

D9 KIBC COVID REQUIREMENTS

D9.1 KIBC require that masks be worn when social distancing cannot be maintained including:-

- When using the ferry service
- When purchasing food or drinks inside the clubhouse.

Yachts should therefore carry a supply of masks for issue to crew before they go ashore.

D10 CREW INFORMATION

D10.1 Although there is no bus service provided to Currie, KIBC will assist with arrangements for airport connections.

D10.2 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".

D10.3 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.

D10.4 EFTPOS facilities are not available at the Club – bring cash.

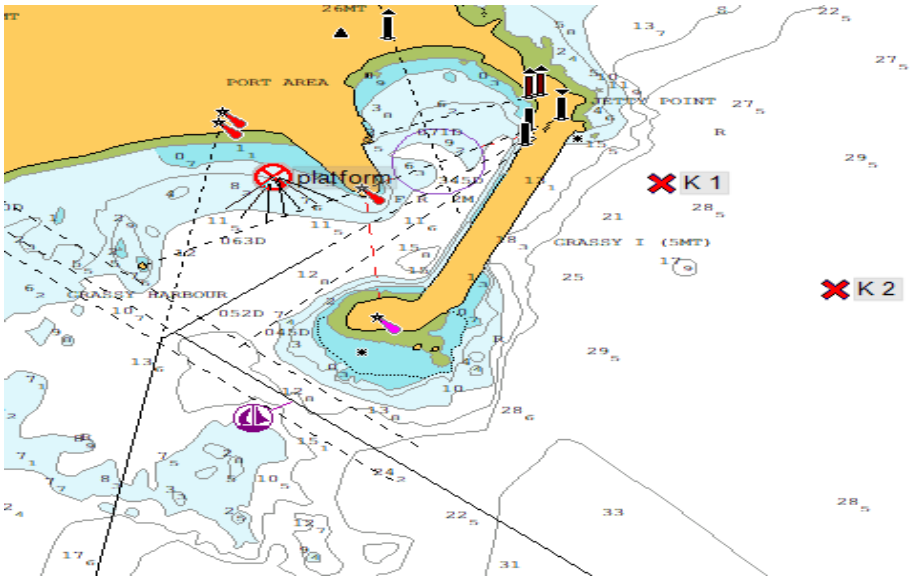
TIDES AT GRASSY

King Island (Grassy), TAS – March 2021 PRINT TABLE

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

FRI 5 MAR		SAT 6 MAR		SUN 7 MAR		MON 8 MAR		TUE 9 MAR		WED 10 MAR		THU 11 MAR	
HIGH	4:23 am 1.41 m	HIGH	4:55 am 1.33 m	HIGH	5:29 am 1.24 m	LOW	12:33 am 0.76 m	LOW	1:49 am 0.84 m	LOW	4:08 am 0.89 m	LOW	6:11 am 0.84 m
LOW	10:23 am 0.16 m	LOW	10:56 am 0.13 m	LOW	11:32 am 0.15 m	HIGH	6:05 am 1.15 m	HIGH	6:52 am 1.07 m	HIGH	8:06 am 0.99 m	HIGH	9:56 am 0.96 m
HIGH	5:28 pm 1.53 m	HIGH	6:20 pm 1.49 m	HIGH	7:16 pm 1.43 m	LOW	12:16 pm 0.22 m	LOW	1:11 pm 0.33 m	LOW	2:33 pm 0.45 m	LOW	4:49 pm 0.51 m
LOW	11:05 pm 0.59 m	LOW	11:45 pm 0.67 m			HIGH	8:19 pm 1.37 m	HIGH	9:30 pm 1.32 m	HIGH	10:50 pm 1.31 m		

Approximate Location of Wave Generator Platform



Appendix E RACE DECLARATION

I, ... [Person in charge], being in charge of the yacht ..... [Yacht name] has adhered to the rules and conditions of the 2021 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.

..... [Signature] ..... [Date]

Return Voyage

Details of the planned return voyage are:

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

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]