



Rally to Port Fairy

A Guide & Invitation to Participate
Sail Cape Otway to that weekend away

Departing Queenscliff Thursday 1 April 2021

Photo Rob Blackburn

PORT FAIRY RALLY

AN INVITATION FROM THE COMMODORE

The Commodore of the Ocean Racing Club of Victoria (ORCV) invites suitable ocean-going yachts to join us in a Rally to Port Fairy.

Port Fairy, one of Victoria's earliest settlements, is a charming village, frozen in time, boasting wide streets lined with nineteenth century cottages, great Norfolk pines and old stone churches. Join us in the fun as we sail to Port Fairy. Take the opportunity to explore Port Fairy, it's local art scene, restaurants and leisure activities before returning to Melbourne.

About the Rally

The Rally is designed to build confidence through experience for boat owners and their crews, providing a pathway to sailing further afield and in Bass Strait.

The Rally is also focused on providing participants with a wonderful experience and as a result will be heavily weather dependent.

Subject to favourable conditions the rally will depart from Queenscliff in the late afternoon of 1st April, some 6 hours ahead of competitors in the Port Fairy Race. The rally fleet will have the support of the ORCV's Race and Incident Management Teams and a well equipped and crewed support boat which will

chaperone the fleet through Port Phillip Heads and during both the outbound and return passages, providing advice to new vessels and acting as a central point of communication.

The Rally fleet will muster in the vicinity of Drapers Reef which is between Shortland Bluff and the Queenscliff harbour entrance (Appendix D) before motor sailing out through the heads. The Rally Leader will communicate with Lonsdale VTS on shipping movements and advise the fleet when to begin.

As we will be sailing along the coast, we will be using the VHF repeater networks for communication and HF or Sat phone are not required equipment for this Rally.

Sheltered moorings and the generous hospitality of the Port Fairy Yacht Club and township await the fleet on arrival at Port Fairy Harbour. The Port Fairy Yacht Club will assist with the harbour entry and will guide you to your berthing location.

The Rally yachts will arrive at Port Fairy on Friday night and, subject to weather, depart early Monday to arrive back in through the heads on Tuesday afternoon.



Photo by Rob Blackburn

PART A - ORGANISATIONAL ARRANGEMENTS

INTRODUCTION

The ORCV's support arrangements for the Rally are designed to provide enjoyable and safe passage to Port Fairy and the return to Melbourne. While some yachts and crews participating in the event will be well tried and experienced, our planning is based on the expectation that for some boats and crews the Rally to Port Fairy may be their first substantial ocean experience.

The Rally organisation features:-

- Advice and assistance for less experienced skippers and crew in their preparation for the event.
- Oversight of both the exit through the Rip and the return passage.
- Provision of yacht trackers to provide continuous monitoring of each boat's position by the Rally Leader and rescue organisations if required. The tracking system can also be monitored by partners and family and has emergency SMS capabilities.
- Coverage by the ORCV's race management team which includes shore based radio and Sat phone communications, weather monitoring and an incident management team.
- On water support by the Rally Leader who will accompany the fleet in the passages to Port Fairy and Melbourne providing on water communication and support capabilities.
- Regular reporting schedules

However there are also basic safety requirements which need to be satisfied by yachts and their crews. The following section details eligibility requirements which need to be satisfied prior to acceptance by ORCV of applications to participate in the Rally.

Detailed information relating to the conduct of the event is given in Part B and appendices.

1. YACHT ELIGIBILITY

- 1.1. Yachts participating in the Rally will be required to be both seaworthy and equipped to a standard appropriate for a 100Nm passage in exposed water.
- 1.2. Participants will not be required to lodge documents proving stability and construction standards in accordance with the standard Category 2 race requirements, but the ORCV will conduct an assessment of yachts using sister ship data and other available information. Owners will also be asked to lodge a declaration that their boat has not been substantially modified since construction and is in good condition. (Appendix A)
- 1.3. Equipment requirements for the Rally are listed in Appendix B. The schedule has been derived from Australian Sailing (AS) requirements for Category 2 Races of extended duration where a high degree of self sufficiency is required but with consideration of the length of the Rally, support arrangements and the conditions in which the event will be sailed. Some of the equipment specified for Category 2 races is not

required – eg storm sails, extra tethers, dan buoys, dual water tanks, barometers – but yachts will need to be equipped with coastal life rafts (in survey), and EPIRBs. Crew will also need PLBs.

- 1.4. Skippers will be required to lodge a declaration of compliance and the ORCV retains the right to conduct yacht inspections for the purpose of confirming yacht eligibility.
- 1.5. Insurance is required covering legal liability (\$10m) and accidental injury (\$50,000) for the event.

2. CREW ELIGIBILITY

- 2.1. The ORCV will need to be satisfied that the yacht's crew have sufficient experience or training for the event.
- 2.2. Normally we would expect that the skipper and one other member of crew have had significant cruising experience within the past 2 years or, that the crew has significant bay sailing experience supported by current Safety & Survival at Sea qualifications (min 2 persons).
- 2.3. Further details are given in Appendix C

3. APPLICATION TO JOIN THE RALLY

- 3.1. Yachts intending to join the Rally are encouraged to contact the ORCV Office by email (orcv@orcv.org.au) as early as possible as this will assist with event organisation including the provision of assistance with boat preparation if needed.
- 3.2. Applications to join the Rally must be made via the TopYacht online entry system at www.orcv.org.au. This entry system includes a facility for submission of required documentation and crew information.
- 3.3. The closing date for applications to participate in the Rally, including submission of all required documentation is 9am Wednesday 24 March 2021. A list of required documentation is given as Appendix I
- 3.4. The ORCV may, at its sole discretion, accept entries after that date but will not normally do so where a yacht was in a position to join the Rally by the due date.
- 3.5. By joining the Rally the owner of a yacht agrees that the yacht and her crew shall comply with requirements set out in this document.

4. ACCEPTANCE OF ENTRIES

- 4.1. The ORCV retains the right to refuse an application to participate in the Rally based on its assessment of the suitability of the yacht, its equipment or the proposed crew.

5. FEES

- 5.1. The joining fees for this rally are:-

Early Bird Entry (before 15/3/2021)	
ORCV or PFYC Members	\$190
Non members	\$240
Normal Entry (from 15/3/2021)	
ORCV or PFYC Members	\$230
Non Members	\$280

- 5.2. The joining fee must be paid by credit card via the Top Yacht race entry system. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).
- 5.3. There are no crew fees for the Rally but, for insurance purposes, all crew must be a current member of Australian Sailing. Crew who are not

paid up members of Australian Sailing and do not have a current Australian Sailing Number will need to purchase an Ocean Pass membership via the ORCV website at a cost of \$60.

- 5.4. Joining Fee Refunds

- Joining fees are refundable in full up to the closure of entries. Joining fee refunds after the closure of entries will be at the discretion of the Rally Leader.
- The joining fee will also be refunded if the Rally does not proceed.

6. TRACKING DEVICES AND AIS

- 6.1. The ORCV will supply tracking devices for use during the Rally and return passage. Arrangements for the delivery and installation of the device will be advised closer to the event.
- 6.2. While the tracker is supplied at no extra charge, the owner or charterer is responsible for any loss of or damage to the unit and for its return to ORCV.
- 6.3. Yachts equipped with AIS transmitters shall operate that equipment at all times during the Rally, this transmission to include the boat's name and MMSI.

7. COVID

The owner of the yacht shall take all reasonable steps to ensure that all of the yacht's crew comply with all applicable Victorian health regulations and is responsible for the development and implementation of "Covid Safe" operational procedures/plans appropriate for their yacht and crew.

8. DISCLAIMER

While the ORCV is taking considerable care in the organisation of this Rally, all those taking part in the Rally do so at their own risk and responsibility. Crew acknowledge this and release the ORCV and Port Fairy Yacht Club and their respective officers, employees, volunteers and members, from all liability by entering their names on the crew list.

"The responsibility for a boat's decision to participate in a Rally or to continue sailing is hers alone"

PART B - CONDUCT OF THE EVENT

THIS SECTION AND RELATED APPENDICES DEALS WITH THE CONDUCT OF THE EVENT FROM THE START AT QUEENSCLIFF THROUGH TO THE RETURN TO PORT PHILLIP INCLUDING DETAILED INFORMATION ON MATTERS SUCH AS COMMUNICATIONS AND DESTINATION ARRANGEMENTS.

9. CONFIRMATION OF THE START

- 9.1. The weather outlook and sea condition will be monitored during the week prior to the expected start at 1800hrs on 1 April 2021.
- 9.2. In the event that the outlook suggests that conditions may be unsuitable for the Rally entrants will be forewarned of this possibility by email by 1800hrs on Tuesday 30 March and kept up to date on subsequent developments.
- 9.3. For general guidance, we advise that we would not expect the Rally to proceed if the fleet is likely to face sustained headwinds above 20-25kn or if major frontal activity is forecast.
- 9.4. The Rally Leader will make a final call on whether the Rally will proceed at 1600 hrs on 1 April 2021 and advise skippers by SMS.

10. RULES

Sailing in the Rally is governed by the International Regulations for the Prevention of Collisions at Sea. The Racing Rules of Sailing do not apply.

11. LATE CREW CHANGES

The Rally Leader must be advised of any late crew changes, including details of any new crew, by SMS or phone (0402 993 808), not later than 2100 hours on 31 March.

12. SIGN ON

- 12.1. A Sign On schedule will be conducted on 1 April starting at 1600hrs and ending not later than 1700hrs on VHF Channel 82.
- 12.2. Yachts will be called in alphabetical order to confirm that they are starters in the Rally. If intending to sail, yachts must reply "*{yacht name} is a starter, we comply with the Rally safety requirements, {xx} persons on board, OVER*".
- 12.3. Yachts that do not respond on the first call must wait until they are re-called at the end of the schedule.
- 12.4. Any yacht failing to Sign On by 1700hrs will not be accepted as a Rally participant.
- 12.5. In case of communication difficulties, yachts should contact the Rally Leader by SMS text

message on 0402 993 808. Note that VHF radio checks will be conducted prior to the event for ensure transmission is at full signal strength. See Appendix E.

13. STARTING PROCEDURE

- 13.1. Following completion of the Sign On yachts must monitor VHF Channel 82 for confirmation of the start time.
- 13.2. Subject to suitable weather and commercial shipping the Rally will start at approximately 1800hrs, some 60 minutes before the start of the ebb tide.
- 13.3. The start time will be confirmed by the Rally Leader at approximately 1715hrs.
- 13.4. Yachts will be asked to assemble between Queenscliff and Drapers Reef (See Appendix D) approximately 30 minutes before the start.

14. HEADS EXIT

- 14.1. Following radio announcement by the Rally Leader, yachts should proceed, in the company of the Rally Leaders boat, past Drapers Reef Mark and through the Rip taking care to remain to the west of the Exclusion Zone detailed in Appendix D.
- 14.2. Yachts are encouraged to motor sail at a boat speed of 6kn from Drapers Reef until they are clear of the exclusion zone.
- 14.3. During the exit, the Rally Leader's Boat shall display a blue ORCV flag.

15. USE OF MOTOR DURING RALLY

Yachts may use their engines during the Rally and are encouraged to do so in light conditions so as to arrive at Port Fairy on Friday evening.

16. REPORTING SCHEDULES

The Rally Leader will conduct position reporting schedules at midnight, 0600, 1200, 1600 and every three hours thereafter. Details of arrangements are included in the Communications Summary and paragraph 22 of Appendix E.

17. RETIREMENTS AND EMERGENCIES

It is essential that any yacht retiring from the Rally or otherwise encountering serious difficulties, contacts the Rally Leader as soon as possible. Procedures are given in Appendix F

18. ENTRY TO PORT FAIRY

- 18.1. Approximately 30 minutes before arrival at Port Fairy yachts should call Port Fairy Yacht Club on VHF Channel 73 to give notice of their expected arrival.
- 18.2. If Port Fairy Yacht Club or ORCV does not respond, yachts should contact the Rally Leader on VHF Channel 80.
- 18.3. Details of the entrance to Port Fairy are given in Appendix G. The entrance to the Moyne River, between two breakwater arms, is approached after passing the Nunn Buoy to Port.
- 18.4. Although the entrance is lit, there is a draft limit of 2.5m at low water and local knowledge is

recommended. A pilot service will therefore be available, departing from the "pick up area" shown in Appendix G.

- 18.5. The Port Fairy Yacht Club, or the rally leader, will assist with the entry, passage up the river and direction of yachts to berths.

19. RETURN TO MELBOURNE

- 19.1. The Rally Leader will organise a return to Melbourne "in company" maintaining reporting schedules and assisting with directions for re-entry to Port Phillip.
- 19.2. Detailed arrangements will be finalised at Port Fairy for an expected departure on the morning of 5 April.
- 19.3. Yachts may leave the Rally at Port Fairy and proceed independently. However, any yacht electing to return to Melbourne on an independent basis must complete the declaration given as Appendix H

APPENDIX A - YACHT CONDITION DECLARATION



Yacht Condition Declaration 2021 Inaugural ORCV Port Fairy Rally

Boat Name.....

I am the owner of the boat and certify to that to the best of my knowledge:-

- No alteration has been made to the hull structure, keel, rudder or engine which would have a material impact on the yacht's stability or structural integrity.
- The yacht has not been involved in groundings requiring repair of the keel fastenings, structure or bulb.
- Ballast has not been moved or its weight changed.

I also confirm that the rigging on this yacht is less than 12 years old and that the engine and equipment are in serviceable condition.

Signed..... Dated.....

APPENDIX B - EQUIPMENT CHECKLIST FORM



Equipment Checklist for ORCV Port Fairy Rally

Boat Name & Sail Number

Skipper

The reference given in Column 1 refers to requirements specified in the Australian Sailing Special Regulations

Reference	Requirement – compliant with relevant AS Special Regulations where nominated	Status (tick or cross)
	All equipment functions and is adequate for intended use	
	Crew are trained in the use of all safety equipment (especially MOB, EPIRBs and PLB)	
	Ballast and all heavy equipment is secured	
	2 exits from cabin, one forward of mast	
	Hatches open outwards and are above water when heeled 90 degrees	
7.03.3 - 4	Companionway blocking device, secured with lanyard, capable of being secured with hatch open or shut.	
	Self draining cockpit	
3.12	Lifelines taut, bow pulpits closed or with gap of less than 360mm, Lifelines of correct height (600mm)	
3.12& 3.14	Lifelines, stanchions and pulpits provide effectively continuous deck barrier.	
	2 bilge pumps of which 1 may be electric. Manual pumps to have handles attached	
	Bilge pumps suction bore at least 25mm with accessible strum boxes, discharging direct to sea or open cockpit.	
3.21.1	2 magnetic compasses – one installed	
3.23	Compliant nav lights plus emergency nav lights	
	Installed VHF Radio with masthead antenna and spare antenna	
	Waterproof handheld VHF	

4.03.1 - 2	Securely fastened jackstays, clipping points for crew positioned in a manner which allows crew to be clipped on before leaving cabin, in cockpit and when moving to deck.	
3.09.1	Seacocks with plugs	
3.11	Keel stepped masts must be securely fastened	
	Toilet	
	Secure bunks with lee cloths for 50% of crew	
3.17.1 - 7	Suitable galley facilities with stove, appropriate fuel, gas storage & signage.	
3.19.1	Handholds below decks	
3.24.1	Inboard engine, tanks, fuel exhaust system permanently installed	
3.24.8 -9	Compliant fuel tanks, fuel tank shut off cock & fuel lines	
3.26	Sealed batteries, properly secured	
4.11	Permanently installed GPS with MOB button, and handheld GPS	
4.12 – 4.13	Depth sounder and log	
	Permanently installed chart plotter or nav station with Official Charts. Relevant paper charts include:- <ul style="list-style-type: none"> • AUS 144 Australia South Coast - Victoria - The Rip • AUS 349 Australia South Coast - Victoria - Cape Nelson to Port Phillip • AUS 141 Australia South Coast - Victoria - Plans in South West Victoria. (covers Warrnambool, Loutit Bay, Apollo Bay, Port Fairy, Port Campbell, Apollo Bay Boat Harbour). 	
Other Portable items		
3.18.4	Emergency water	
	2 buckets with lanyard	
4.04	2 fire extinguishers and fire blanket	
4.05	2 Anchors, chain and warp meeting AS standards	
4.06.1	2 water proof flashlights and spotlight with spare bulbs unless LED	
4.07	First aid manual and Category 3 medical kit (excludes prescription items, nitrolingual spray, syringes and splints)	
4.08 & 9	AIS recommended, fog horn required if no AIS	
4.10.2	Collision Regs, hardcopy or electronic	

4.14	Emergency tiller if wheel steered and alternative steering method if rudder lost.	
4.15	Adequate tools and spares including method of cutting rigging, knife in cockpit.	
4.16	Markings (boat name or personal owner) on all buoyant equipment	
4.17	Retroreflective tape on lifebuoys, slings, rafts, danbuoys etc	
4.18	GPS capable, registered, 406MHz EPIRB	
4.19	Life raft - in survey, suitably secured to boat and capable of launch within 15 seconds	
4.21	2 life buoys including drogues and strobe lights	
4.22	Flares and rockets within certified life (4 orange, 4 red and 2 white flares plus 4 rockets)	
	Trysail or mainsail reefing to 50% of luff height	
	Heavy weather jib of compliant size, with means of attachment to forestay independently of luff grooves or self furling headsail	
4.27	V distress sheet	
4.28.1	Stowage chart, displayed	
5.01 - 03	One life jacket per crew member plus one spare including a personal strobe light, safety harness, crutch straps, whistle and reflective tape.	
5.05	1 406 MHz personal locator beacon (PLB) per crew member, registered and in service	

Skipper's Declaration

I confirm that the equipment identified above has been checked, complies with the applicable AS Special regulations (as specified in the reference column) and will be retained on board the yacht for the duration of the Rally

Signed.....

Dated.....

APPENDIX C – CREW ELIGIBILITY

CREW MUST COMPLY WITH THE REQUIREMENTS LAID OUT IN THIS APPENDIX TO BE CONSIDERED ELIGIBLE TO JOIN THE RALLY .

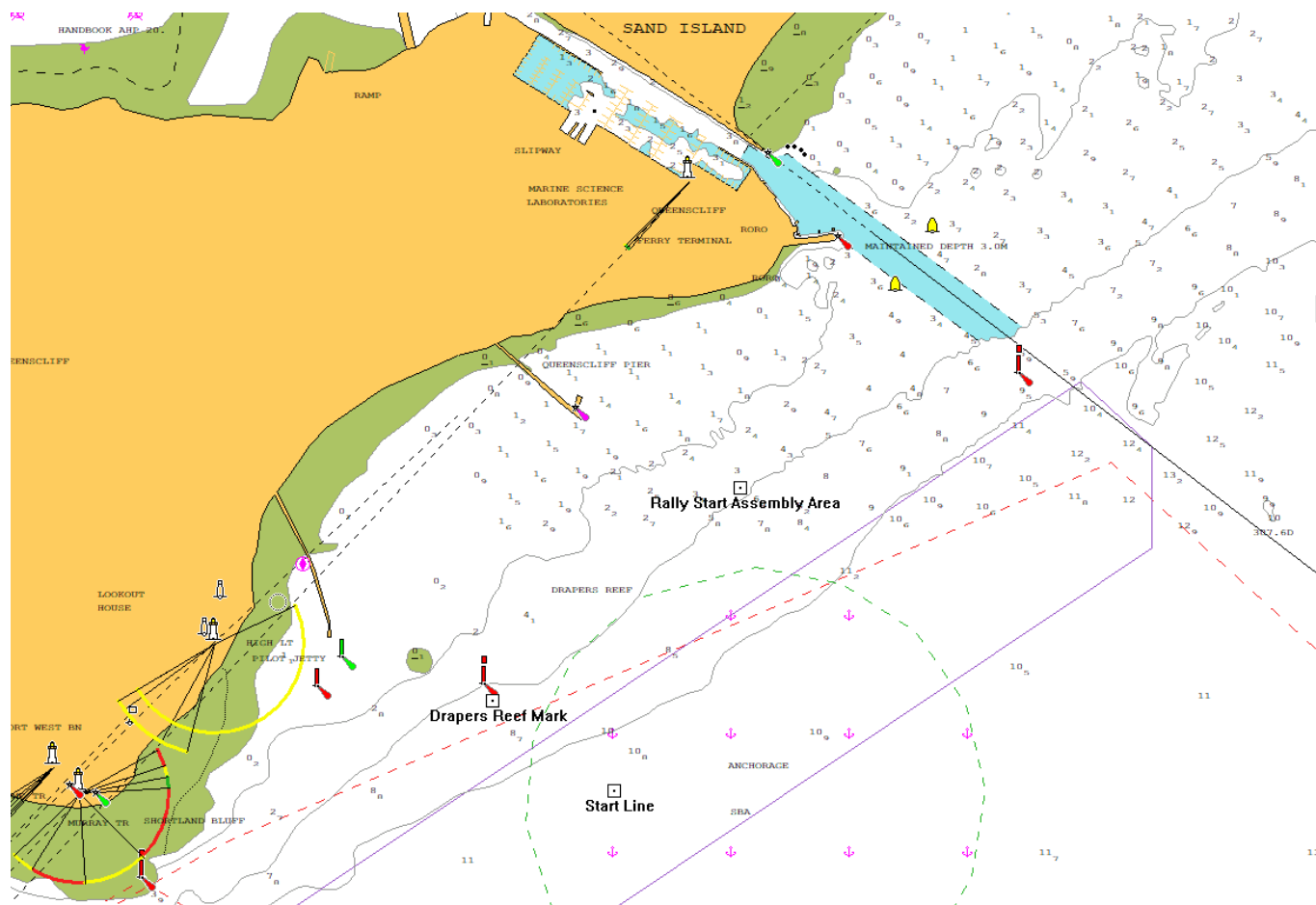
Check	Category	Requirements
	Membership	All persons sailing shall be “paid up “members of a AS-affiliated club or an international equivalent. Active AS numbers covering that membership, or their international equivalents, must be included on the crew list. If needed the ORCV is able to supply an Ocean Pass at a cost of \$60 which confers Australian Sailing temporary membership.
	Age	The minimum age of any person on board is 16 years unless accompanied by a parent, with a majority of the crew being of a minimum age of 18 years. Crew aged between 16 and 18 years must provide evidence to the ORCV Office demonstrating past sailing experience. The Rally Leader may, at his absolute discretion, refuse to allow any crew member under the age of 18 years of age to participate in the Rally .
	Experience	As indicated in clause 2, the ORCV will need to be satisfied that the yacht’s crew have sufficient experience and training to safely complete the event. For the yachts sailing double handed, both crew members must be accepted by ORCV as sufficiently experienced and qualified.
	Safety & Survival at Sea Training	SSSC training is recommended and may be required where a yacht’s crew has limited offshore experience.
	First Aid	At least one crew member on a yacht shall hold an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner.
	Double Handed	For the double-handed yachts, both crew members must be over 18 years of age, have completed a AS SSSC or an ORCV approved equivalent and hold an <i>HLDT003 Provide First Aid Certificate</i> or equivalent qualification or be a practising medical practitioner.

APPENDIX D - START AREA AND EXCLUSION ZONE

The diagrams below showing the location of the start area and the ORCV Heads Exclusion Zone are provided for trip planning but should not be used for navigation purposes.

START AREA

Location of the Drapers Reef Mark, Start Line and the Rally Start Yacht Assembly Area



Tidal Streams through the Rip

📍 The Rip, VIC – April 2021

📄 PRINT TABLE

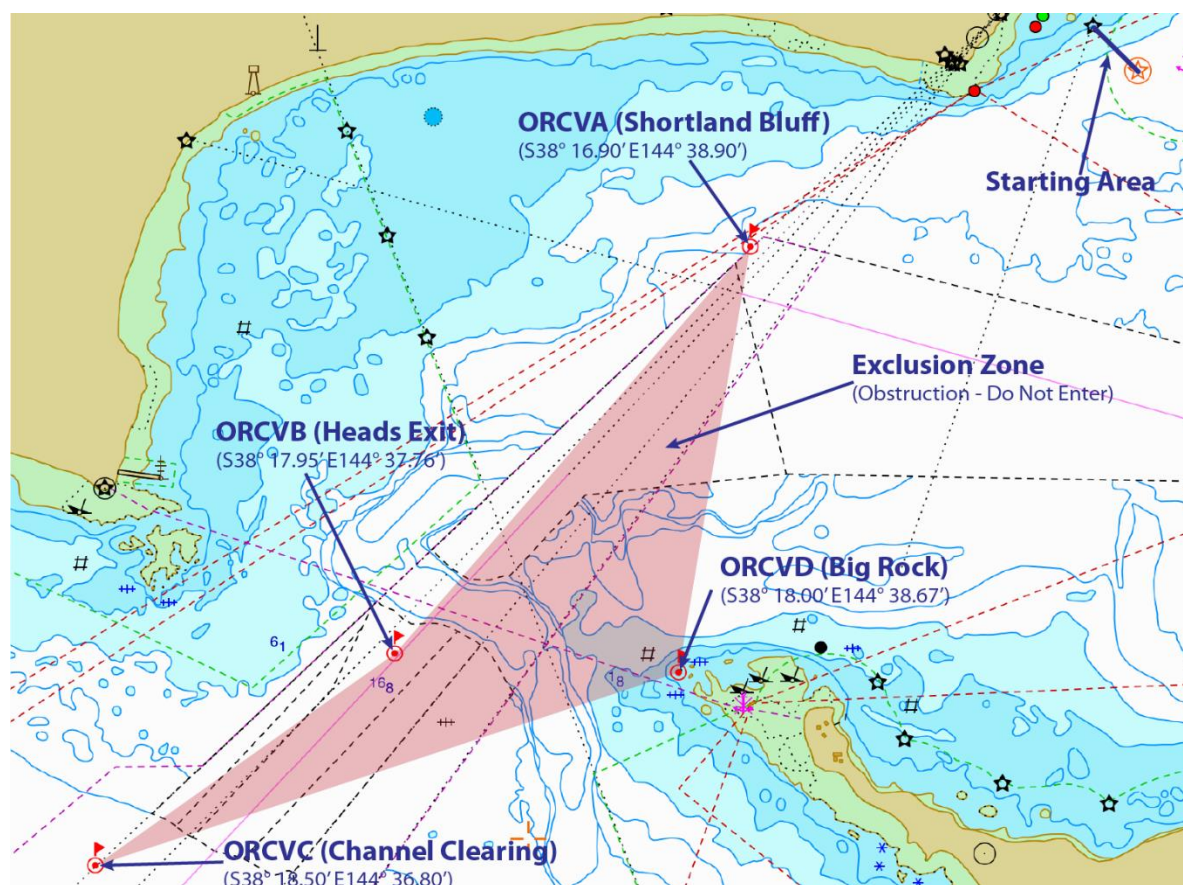
Please note: Daylight savings ends on Sunday, 4 April, when clocks will go back one hour. The predictions are in daylight saving time when it is observed.

THU 1 APR			FRI 2 APR			SAT 3 APR			🌑 SUN 4 APR	MON 5 APR			TUE 6 APR			WED 7 APR				
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			
12:22 am	3:02 am	+3.81	1:06 am	3:44 am	+3.77	1:49 am	4:23 am	+3.68	2:31 am	4:02 am	+3.55	2:12 am	4:44 am	+3.36	2:56 am	5:30 am	+3.07		12:30 am	-3.87
5:50 am	8:36 am	-6.13	6:27 am	9:15 am	-6.53	7:06 am	9:55 am	-6.66	6:46 am	9:37 am	-6.49	7:30 am	10:23 am	-6.08	8:17 am	11:12 am	-5.51	3:46 am	6:26 am	+2.70
12:42 pm	3:22 pm	+4.65	1:27 pm	4:06 pm	+4.73	2:12 pm	4:50 pm	+4.65	1:56 pm	4:35 pm	+4.45	2:41 pm	5:22 pm	+4.16	3:27 pm	6:12 pm	+3.83	9:11 am	12:09 pm	-4.84
7:00 pm	9:35 pm	-5.11	7:50 pm	10:23 pm	-5.02	8:40 pm	11:08 pm	-4.82	8:29 pm	10:53 pm	-4.54	9:19 pm	11:39 pm	-4.22	10:11 pm			4:18 pm	7:09 pm	+3.48
																		11:08 pm		

HEADS EXCLUSION ZONE

When departing through the Heads yachts are required to keep out of the main shipping channels and to avoid obstructing shipping.

The area bounded by the following locations and shown in the diagram below, is a designated “no go” zone.



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

APPENDIX E - RALLY COMMUNICATIONS

COMMUNICATIONS SUMMARY

Date	Time	Action	Channel	Station
February	By Arrangement	Pre Race Radio checks		Rally Leader
31 March	2000-2100	Late Crew Changes	0402 993 808	Rally Leader
1 April	1600	Confirmation that Rally will proceed	SMS to skippers	
1 April	1630 - 1700	Sign-On Schedule	VHF Channel 82	Rally Leader
1 April	1700 until start	Monitor Advice of expected start time Call for yachts to assemble for start Announcement of start	VHF Channel 82	Rally Leader
1 April	midnight	Position Report	VHF Channel 82	Ocean Racing
2 April	0600	Position Report	To be announced at start and first Sched.	Ocean Racing
2 April	1200	Position Report	To be announced at 0600 Sched.	Ocean Racing
2 April	1600 (and each three hours thereafter until last yacht arrives)	Position Report	To be announced at preceding Sched.	Ocean Racing
2 April		Port Fairy 30 minutes to arrival advice	VHF Channel 73 (see para 18)	Port Fairy Yacht Club Tender
Pilot and Berthing		Post Arrival	VHF Channel 73	Port Fairy Yacht Club Tender

20. GENERAL

- 20.1. It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules.
- 20.2. In addition, to maintain communication capabilities yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

21. KEY CONTACTS

Number	Usage
0402 993 808	Rally Leader Mobile
0418 396 465	ORCV Race Team Shore Support

22. CHANNELS FOR VHF POSITION REPORTING

VHF coverage along the coast between Port Phillip Heads and Portland is covered by three repeaters as indicated in the Table below and the coverage map is provided at the end of Appendix F.

The ORCV also maintains a mobile VHF capability which may be used to supplement fixed shore based facilities.

Channel	Coverage
VHF 82 (Arthurs seat)	Areas east of Cape Otway
VHF 80 (Cape Otway)	Apollo Bay to Warnambool
VHF 81 (Portland)	West of Warnambool

The Channels used for position reporting will therefore be subject to the location of the fleet.

The start and the initial position report at midnight will be conducted using Channel 82. Subsequent Channels for position reporting will be announced at each schedule.

23. FAILURE TO REPORT POSITION

- 23.1. In the event that a yacht fails or is unable to report its position and the Rally Leader cannot, within a reasonable time, locate the position of the yacht by other means, the Australian Maritime Safety Authority will be informed and search and rescue procedures may be initiated.
- 23.2. It is therefore important for skippers to make every effort to contact the Rally Leader or the ORCV support team by all available means including:-
 - Via VHF Channel 16 calling the Rally Leader or via other yachts in the vicinity
 - By mobile phone (SMS)
 - Using the SMS capability of the Tracker devices which operate via Satellite.

See Appendix F for further details

APPENDIX F - RETIREMENTS AND EMERGENCIES

24. YACHTS RETIRING

- 24.1. Should a yacht retire from the Rally, every effort must be made to advise the Rally Leader or the ORCV Race Team Shore Support by SMS or radio (see paragraph 23.3) 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.
- 24.2. Yachts that retire shall maintain their routine position reporting schedules until such time as they reach a safe harbour.
- 24.3. Within two hours of arrival at a safe harbour, contact must be made with the Rally Leader or ORCV Race Team Shore Support to confirm safe arrival.

25. EMERGENCIES

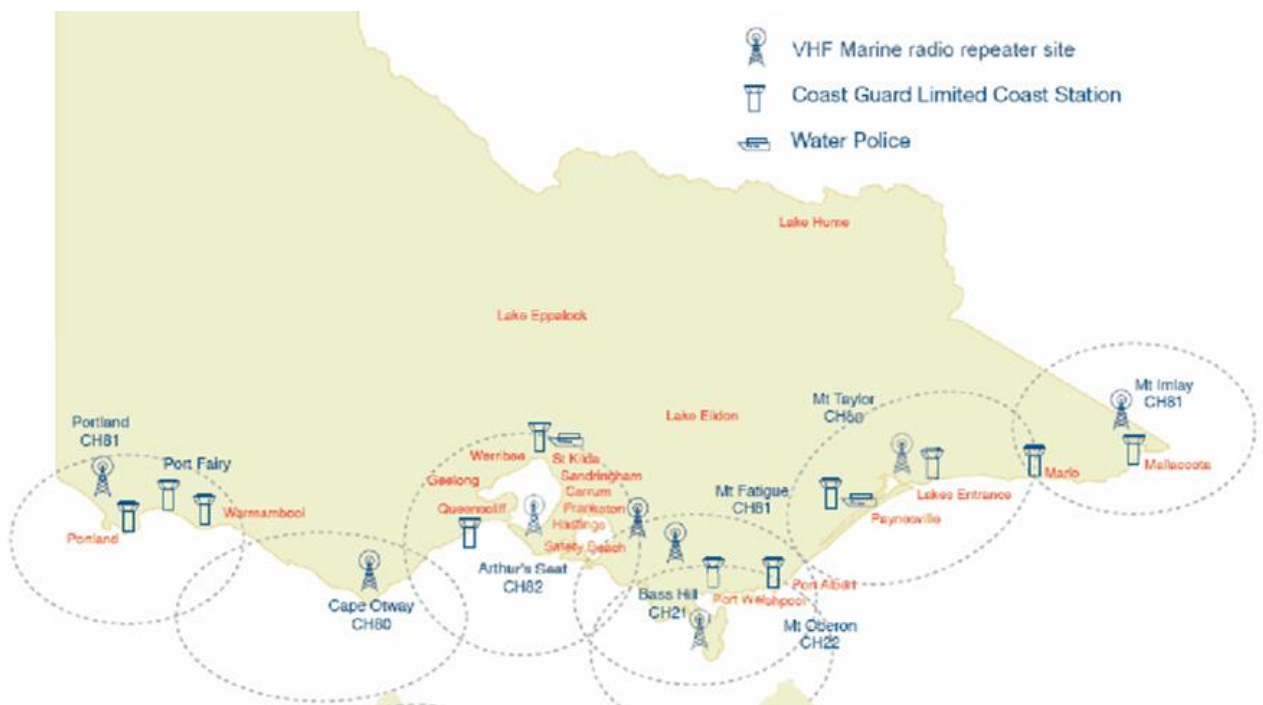
In the event of serious incidents, an initial call should be made to the Rally Leader but, in the event this is unsuccessful, contact should be made with Marine Radio Victoria which monitors VHF Channels 16, 67 & 73 on a 24/7 basis with coverage extending some 30 – 40 Nm from the coast.

26. REPEATER NETWORK

VHF repeaters provide coverage for the Rally area as shown in the map below.

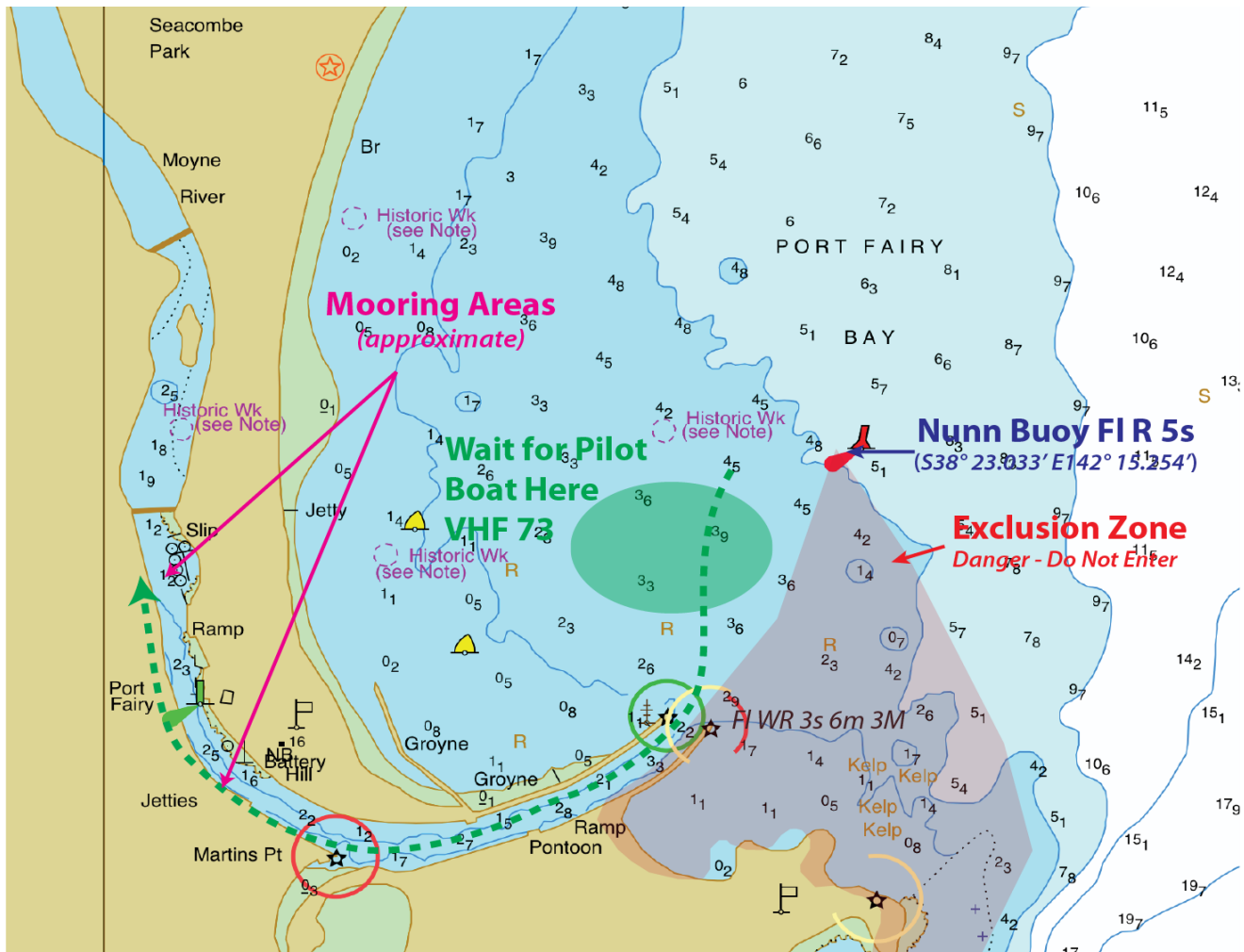
Although these repeaters are not continuously monitored, they may be used to contact a number of shore stations listed in the following table.

Location	VHF	Monitored By
Arthurs Seat	82	Coast Guard Melbourne
Cape Otway	80	Coast Guard Melbourne
Portland	81	Coast Guard Melbourne



APPENDIX G - ENTRANCE TO PORT FAIRY

THIS DIAGRAM BELOW SHOWING THE ENTRANCE TO PORT FAIRY IS PROVIDED FOR GUIDANCE BUT SHOULD NOT BE USED FOR NAVIGATION PURPOSES.



Tides at Port Fairy

Port Fairy, VIC – April 2021

PRINT TABLE

Please note: Daylight savings ends on Sunday, 4 April, when clocks will go back one hour. The predictions are in daylight saving time when it is observed.

THU 1 APR		FRI 2 APR		SAT 3 APR		SUN 4 APR		MON 5 APR		TUE 6 APR		WED 7 APR	
HIGH	1:45 am 0.80 m	HIGH	1:52 am 0.82 m	HIGH	2:00 am 0.84 m	HIGH	2:09 am 0.87 m	HIGH	1:13 am 0.88 m	HIGH	1:12 am 0.88 m	HIGH	12:43 am 0.86 m
LOW	7:56 am 0.14 m	LOW	8:15 am 0.08 m	LOW	8:41 am 0.06 m	LOW	8:09 am 0.09 m	LOW	8:38 am 0.17 m	LOW	9:04 am 0.27 m	LOW	9:23 am 0.40 m
HIGH	2:59 pm 1.07 m	HIGH	3:30 pm 1.09 m	HIGH	4:03 pm 1.06 m	HIGH	3:39 pm 1.00 m	HIGH	4:19 pm 0.92 m	HIGH	5:28 pm 0.82 m	HIGH	11:59 pm 0.86 m
LOW	9:01 pm 0.52 m	LOW	9:15 pm 0.60 m	LOW	9:32 pm 0.66 m	LOW	8:51 pm 0.72 m	LOW	9:05 pm 0.77 m	LOW	8:45 pm 0.80 m		

APPENDIX H - RALLY RETIREMENT DECLARATION

I, [Person in charge], being in charge of the yacht [Yacht name] advise that I am leaving the Rally and am now proceeding on an independent basis. Details of my ongoing voyage are given below.

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	<i>Note: Returning yachts are required to maintain position schedules until they have re-entered Port Phillip</i>
Same crew as for Rally	<input type="checkbox"/> Yes <input type="checkbox"/> 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 396 465.

Signed: [Person in Charge] [Date]

APPENDIX I - ENTRY DOCUMENTATION

THE DOCUMENTATION LISTED BELOW MUST BE SUPPLIED BY 24 MARCH 2021. EARLIER SUBMISSION WOULD BE APPRECIATED.

Check	Documentation	Notes
	Owners declaration of boat condition	Appendix A
	Crew List (Online), correctly and fully completed with all associated personal details. Boats are responsible for its accuracy and currency.	
	A summary of relevant crew experience	
	A completed equipment audit form (signed by skipper).	Appendix B
	Details, on Top Yacht, of crew members holding Australian Sailing Safety and Sea Survival Course Certificates (or acceptable equivalents, including the relevant expiry dates.	
	HLDT003 Provide First Aid Certificates or acceptable equivalents.	
	406 EPIRB Certificate(s) or evidence of registration and currency	
	Insurance documentation confirming details of cover. .	
	A recent colour photograph of the yacht under sail suitable for search and rescue purposes - size not less than 6cm by 6cm with a resolution not less than 75 DPI.	