

## SAILING INSTRUCTIONS

# 2021 MELBOURNE TO PORT FAIRY YACHT RACE



# AMENDMENTS

Number	Instructions Changed	Summary of Amendment

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# SAILING INSTRUCTIONS

THE 2021 MELBOURNE TO PORT FAIRY 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 WITH THE CO-OPERATION OF THE PORT FAIRY YACHT 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: 0734
- Sunset: 1912

## 2. NOTICES TO COMPETITORS

2.1. Notices to competitors will be posted on the club website [www.orcv.org.au](http://www.orcv.org.au) and skippers advised by SMS.

2.2. Any change to the Sailing Instructions may be posted on the ORCV website ([www.orcv.org.au](http://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, 6 April 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, 6 April 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. Note that failure to comply with clause A1.2 (AIS Operation) will be regarded as a serious infringement.

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 A8 may result in a penalty being applied at the Race Committee's discretion, having regard to the circumstances (amends RRS 60.2), as follows:

- 1<sup>st</sup> report missed – 20 minutes added to elapsed time
- Each subsequent report missed – 40 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 C2, shall receive a 10% penalty to their elapsed time.

## 8. YACHTS RETIRING

Yachts retiring shall inform the race committee as described in *A12 Yachts Retiring*.

## 9. SAFETY REGULATIONS

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

9.2. 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 website ([www.transportsafety.vic.gov.au](http://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, as required by Port of Melbourne Corporation Harbour Master's Directions. Ships are restricted in their ability to manoeuvre while entering Port Phillip and yachts should take any necessary avoiding action early.

9.6. 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 VHF radio and confirmed by SMS.

## 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 the Moyne River. Civil authorities have severe penalties for any offenders.

## 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 Yachts with AIS transponders must have them switched on at all times including MMSI and Yacht name..
- A1.3 It is compulsory for yachts to respond to all scheduled radio and SMS communications, including the Sign-On Schedule and the Position Schedules. Penalties for missing Position Schedules are given in SI 7.5.
- A1.4 Yachts must not give false or misleading position reports.
- A1.5 Yachts must not interfere with operation of any tracking units.
- A1.6 Yachts are required to monitor VHF Channel 16 at all times when not actually using the radio with other channels.

## A2 RACE CHANNELS

- A2.1 Radio communications for this race will use the VHF Repeater Network incorporating VHF Channels 82 (Arthur's Seat), 80 (Cape Otway) and 81 (Portland).

Note: To use the repeater network, radios must be set to International mode.

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

Channel	Usage
82	Pre-race communications Sign-On Schedule
82, 80, 81	Position Schedules
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

- A2.4 The following email addresses may be used:

Email Address	Usage
race.director@orcv.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.
- A2.6 Yachts are required to monitor VHF Channel 82 starting at 0415, 30 minutes before the Sign-On Schedule. This channel may be used to notify yachts of any changes and other procedural matters.

## A3 RACE RADIO STATIONS

- A3.1 ORCV (*Ocean Racing*)
- Pre-race Communications (VHF 82)
  - Sign-On Schedule (VHF 82)
  - Shipping Advice Broadcast (VHF 12)
  - Premature starters (VHF 12)
  - Position Schedules (VHF (82, 80, 81)
  - Finishing Reports (SMS, VHF 73)
  - Heads Exit photographs (SMS)
  - Race Declarations (SMS)
- A3.2 Any other yacht or station nominated by *Ocean Racing* will provide assistance where necessary.
- A3.3 Changes to race radio stations may be announced following the Sign-On Schedule.

## A4 CREW CHANGES

- A4.1 Late crew changes may be notified by calling the Race Director's mobile telephone between 1800 and 2100 on Thursday, 1 April 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 SIGN ON SCHEDULE

- A5.1 A sign on schedule will be conducted on VHF Channel 82 by (*Ocean Racing*) commencing at 0445 on Friday, 2 April 2021 and concluding no later than 0515 on Friday, 2 April 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, we comply with the Notice of Race, {xx} persons on board, 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 Start Director via an SMS text message to 0418 396 465. 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 SHIPPING ADVICE BROADCAST

At 0515, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

- A6.1 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.
- A6.2 Yachts should revert to VHF Channel 16 when three miles clear of the Heads.

## A7 PREMATURE STARTERS

Premature starters may be identified on VHF Channel 12.

## A8 POSITION SCHEDULES

- A8.1 Position schedules will be conducted by *Ocean Racing* at the following times:  
1205, 1805, 0005, 0605

The first schedule will be at 1205 on Friday, 2 April 2021 on the VHF channel announced at the conclusion of the Sign On Schedule.

- A8.2 Yachts will report their position in degrees and whole minutes only of Latitude and Longitude. The position reported will be the yacht’s position at the hour just prior to the schedule time.
- A8.3 At the end of each schedule, the VHF repeater channel for the next schedule will be announced.
- A8.4 As the fleet moves westward, the repeater channels will be changed from 82 to 80 to 81 as advised by *Ocean Racing* and depending on the progress of the race and the distribution of the fleet.
- A8.5 If the fleet is very spread out, the Race Director may specify two repeater channels, a primary and a secondary. Yachts should listen on the primary channel and, if unable to hear or be heard, should switch to the secondary channel and wait until called.
- A8.6 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.
- A8.7 Schedules will continue until each yacht has crossed the finish line or otherwise retired and reached a safe harbour.
- A8.8 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.

## A9 FINISHING REPORTS

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

## A10 AD HOC COMMUNICATIONS

*Ocean Racing* will monitor the VHF repeaters being used for race communications as much as possible. However, due to the requirement for the ORCV van to move to Port Fairy during the race, *Ocean Racing* may be out of contact for short periods of time.

If a yacht needs to urgently contact *Ocean Racing* during these times, contact *Marine Radio Victoria* (Kordia) on VHF Channel 16 and request a message be passed to the Race Director.

Alternatively, send an SMS message to the Race Director on 0418 396 605.

## A11 RADIO FAILURE

- A11.1 Should a yacht not be able to communicate on VHF then it must attempt to contact the Race Director by mobile phone or Satphone if available on 0418 396 605.

Note: that mobile phone coverage exists when near the coastline. For those with appropriate antennas, 3/4G range can cover much of Bass Strait.

- A11.2 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*.

## A12 YACHTS RETIRING

- A12.1 Should a yacht retire from the race, every effort must be made to advise Ocean Racing or the Race Director by VHF, mobile phone or 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.

- A12.2 Yachts that retire shall maintain their routine position reporting schedules until such time as they reach a safe harbour. When away from the designated VHF repeater channel area, yachts may use SMS messages to 0418 396 605 or another VHF repeater channel as arranged with the Race Director.

- A12.3 Within two hours of arrival at a safe harbour, contact must be made with *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.

## A13 ASSISTANCE & INFORMATION

- A13.1 The trackers have a distress function. Crews should familiarise themselves with the operation of this function.

- A13.2 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 A15.

### 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.

Marine Radio Victoria also provide weather forecasts for Coastal Victoria at 0648 and 1848 and transmit weather warnings at minute 48 of every even hour.

### 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)
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 A16. 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

#### A13.3 Distress (VHF & HF)

For yachts with VHF radios only, contact Marine Radio Victoria (Kordia) for all emergencies and distress. They monitor emergency channels (16/67) up to 20 nm off the Victorian Coast.

For yachts with HF radios, 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.

#### A13.4 Weather

Marine Radio Victoria provide weather forecasts for Coastal Victoria at 0648 and 1848 and transmit weather warnings at minute 48 of every even hour

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

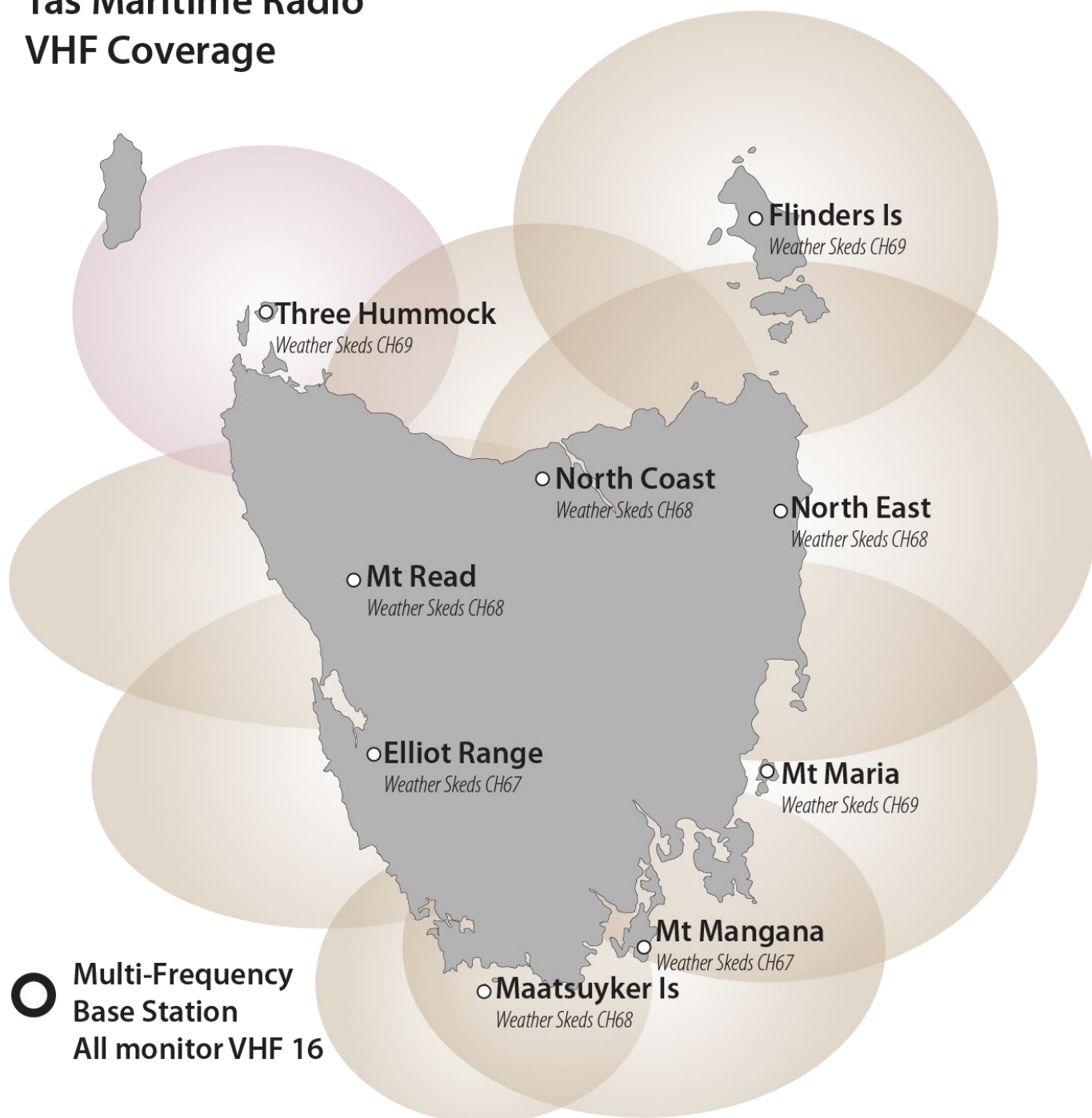
Navigation Maritime Safety Information notices are broadcast at 25 minutes past each hour.

For more information and a complete schedule see [www.bom.gov.au](http://www.bom.gov.au).

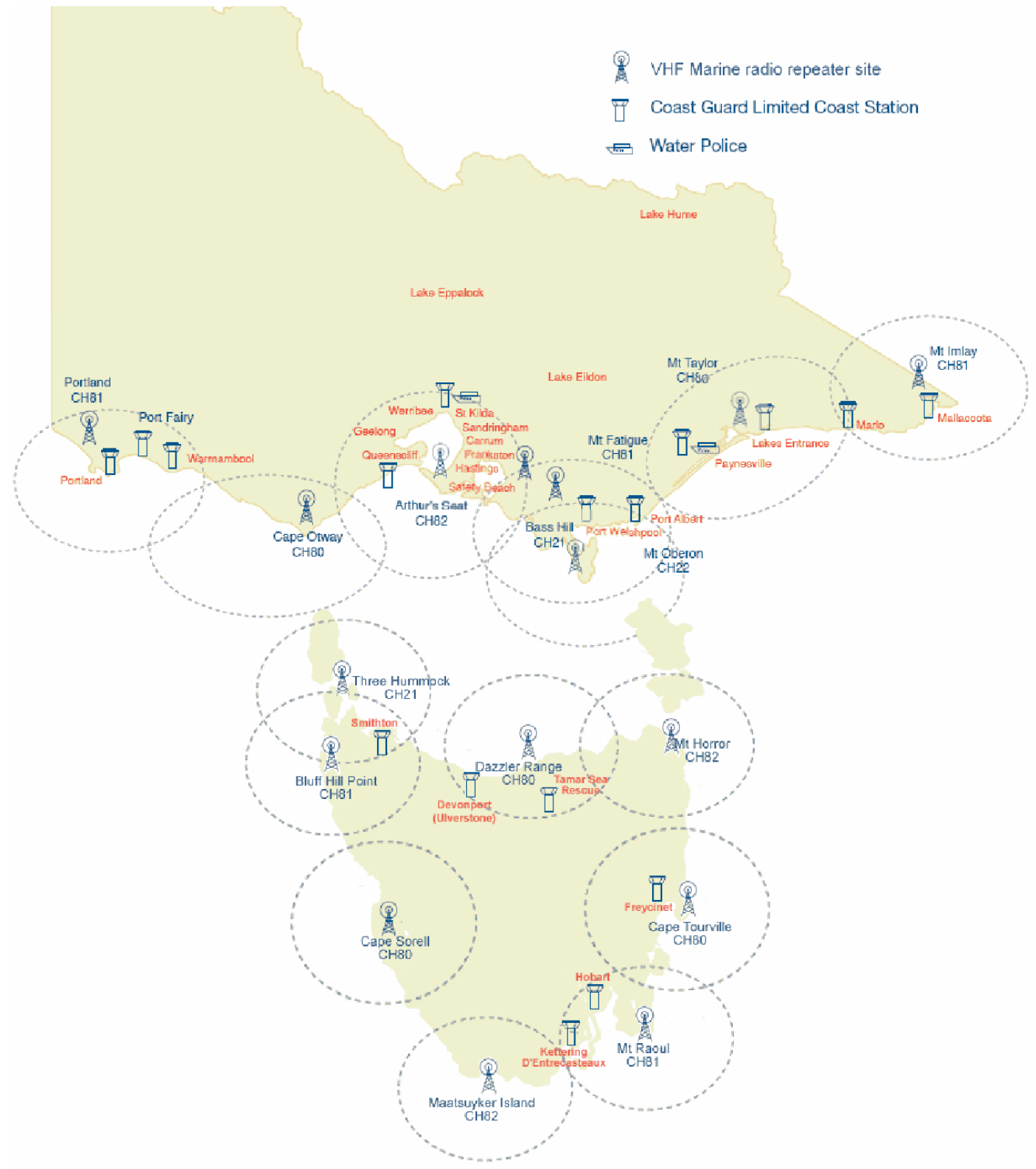
## A14 SUMMARY

Date	Time	Action	Channel	Station	Ref
1 April	1800-2100	Crew Changes	0418 396 605	Race Director	SI A4
2 April	0415-0445	Monitor	VHF Channel 82	Ocean Racing	SI A2.6
2 April	0445-0515	Sign-On Schedule	VHF Channel 82	Ocean Racing	SI A5
2 April	0515	Shipping Advice	VHF Channel 12	Ocean Racing	SI A6
2 April	0525-0530	Starting Sequence	VHF Channel 12	Ocean Racing	SI B4
2 April	0530	Individual recalls may be notified	VHF Channel 12	Ocean Racing	SI A7
2 April	1205	Position Schedule	VHF Repeater	Ocean Racing	SI A8
2 April	1805	Position Schedule	VHF Repeater	Ocean Racing	SI A8
3 April	0005	Position Schedule	VHF Repeater	Ocean Racing	SI A8
3 April	0605	Position Schedule	VHF Repeater	Ocean Racing	SI A8
Thereafter every day in this cycle	Times may be altered by Radio Stations if necessary	Position Schedule	VHF Repeater	Ocean Racing	SI A8
Finish – 30 minutes		Finishing Report	0418 396 605	Race Director	SI A9, D1
Finish – 5 minutes		Finishing Report	VHF Channel 73	Race Director	SI A9, D1
Berthing		Post Finish	VHF Channel 73	PFYC Tender	SI D1.7

## Tas Maritime Radio VHF Coverage



# A16 REPEATER NETWORK



# Appendix B START

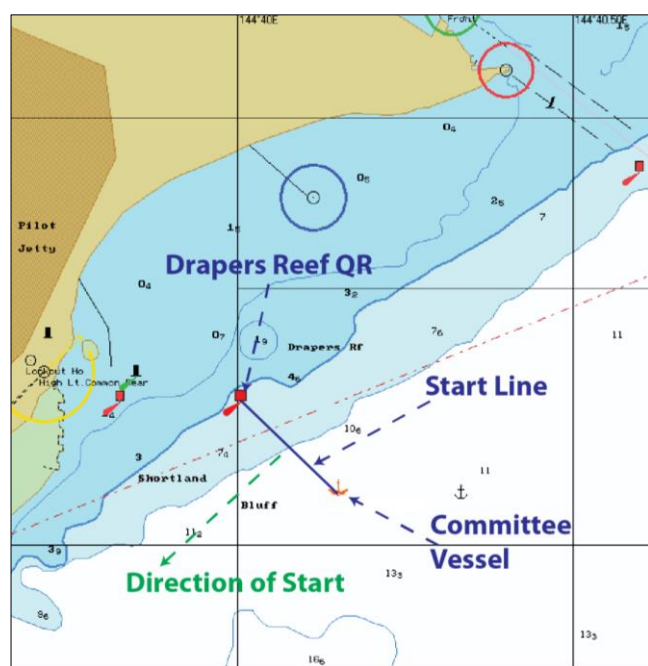
THIS APPENDIX CONTAINS INFORMATION ABOUT THE STARTING LINE AND THE STARTING PROCEDURES. NOTE: THE POSITIONS SHOWN IN THESE DIAGRAMS ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY. THE DIAGRAMS SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS SHOWN MAY VARY ON THE DAY.

## B1 START TIME

- B1.1 The start time will be 0530 on Friday, 2 April 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 0830 on Friday, 2 April 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 PRIMARY 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.



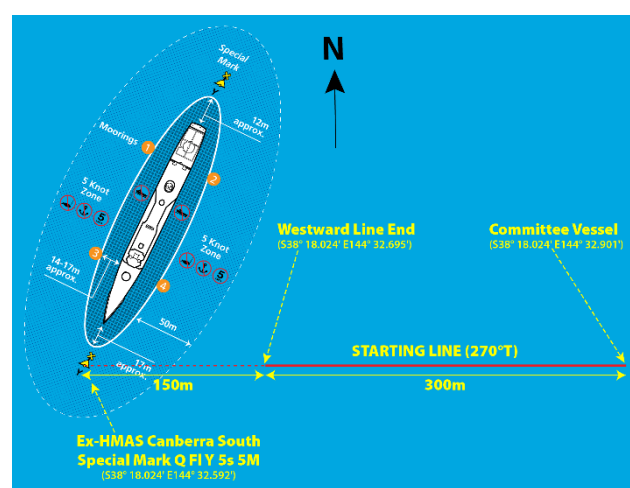
- B2.2 In the event of rough weather or other unforeseen difficulties, the vessel or buoy may not be in position. In this case the starting line will be an extension of an imaginary line from

a rotating amber light on shore and the Draper's Reef Light, this line running almost east to west to a distance not exceeding 400 metres.

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

## B3 ALTERNATIVE STARTING LINE

- B3.1 If the Race Director determines it necessary, an alternative starting line may be announced at the Sign – On, together with a revised start time to enable competitors to reach the new start location. The Alternative Starting Line specified below may be used.
- B3.2 The Alternative Starting Line (if nominated) 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.
- B3.3 The Quick Flashing Special Mark is located at approximately  $S38^{\circ} 18.024' E144^{\circ} 32.592'$ . The inner (westward) end of the starting line is at approximately  $S38^{\circ} 18.024' E144^{\circ} 32.695'$ . The outer (eastward) end of the starting line is at approximately  $S38^{\circ} 18.024' E144^{\circ} 32.901'$ .



- B3.4 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.



B3.5 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.

0525 Warning Signal (white flare)

0530 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).


## 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		SLACK	MAXIMUM	
TIME	TIME	RATE	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		

# 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 DETAILS

- From the starting line,
- When starting inside Port Phillip Heads, avoiding the Heads Exclusion Zone as described in SI C2, and
- Then to the finishing line at the Moyne River, Port Fairy.

Please note the following from Volume II of The Australian Pilot (7<sup>th</sup> Edition):

*Otway Reef lies on a bank, with depths of less than 10m (33 ft) over it, which extends about 1 mile S of the cape. A detached shoal with a depth of 16.6 m (54 ft) over it lies 1¼ mile SSW of the Cape Otway. It is advisable to round the cape at a distance of not less than 3 miles.*

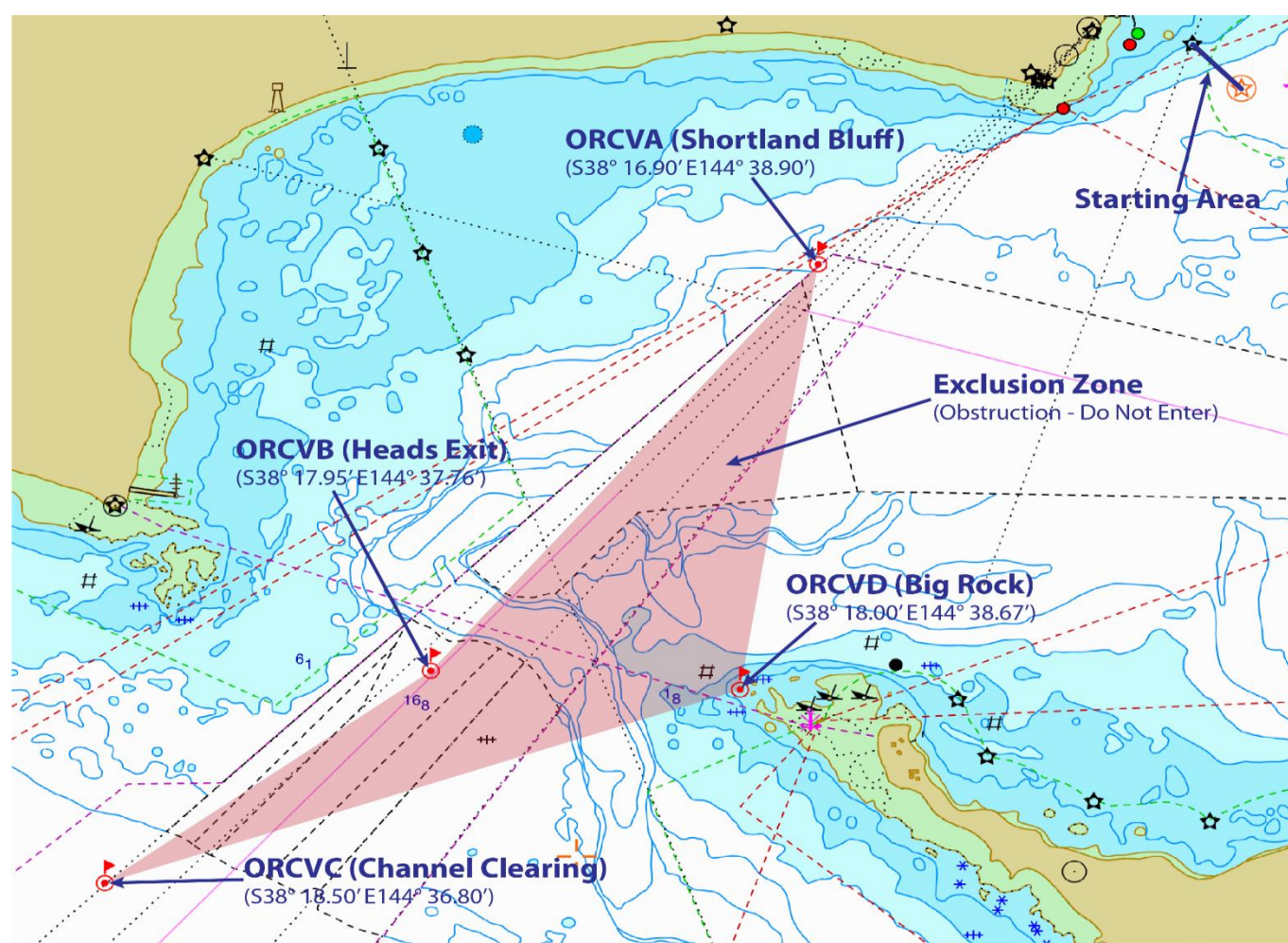
*Caution: A heavy rip-tide extends 2 miles S of Cape Otway.*

## C2 HEADS EXCLUSION ZONE

C2.1 Yachts are required to keep out of the main channels in Port Phillip Heads and to avoid obstructing shipping. The area bounded by the following locations, shown in the diagram below, is an obstruction:

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

C2.2 Yachts shown to have sailed within the bounds of this obstruction may be protested



and could be penalised as described in SI 7.6.

C2.3 If requested Yachts must 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 SHOULD NOT BE USED FOR NAVIGATION AND THE POSITIONS SHOWN MAY VARY ON THE DAY.

## 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}*

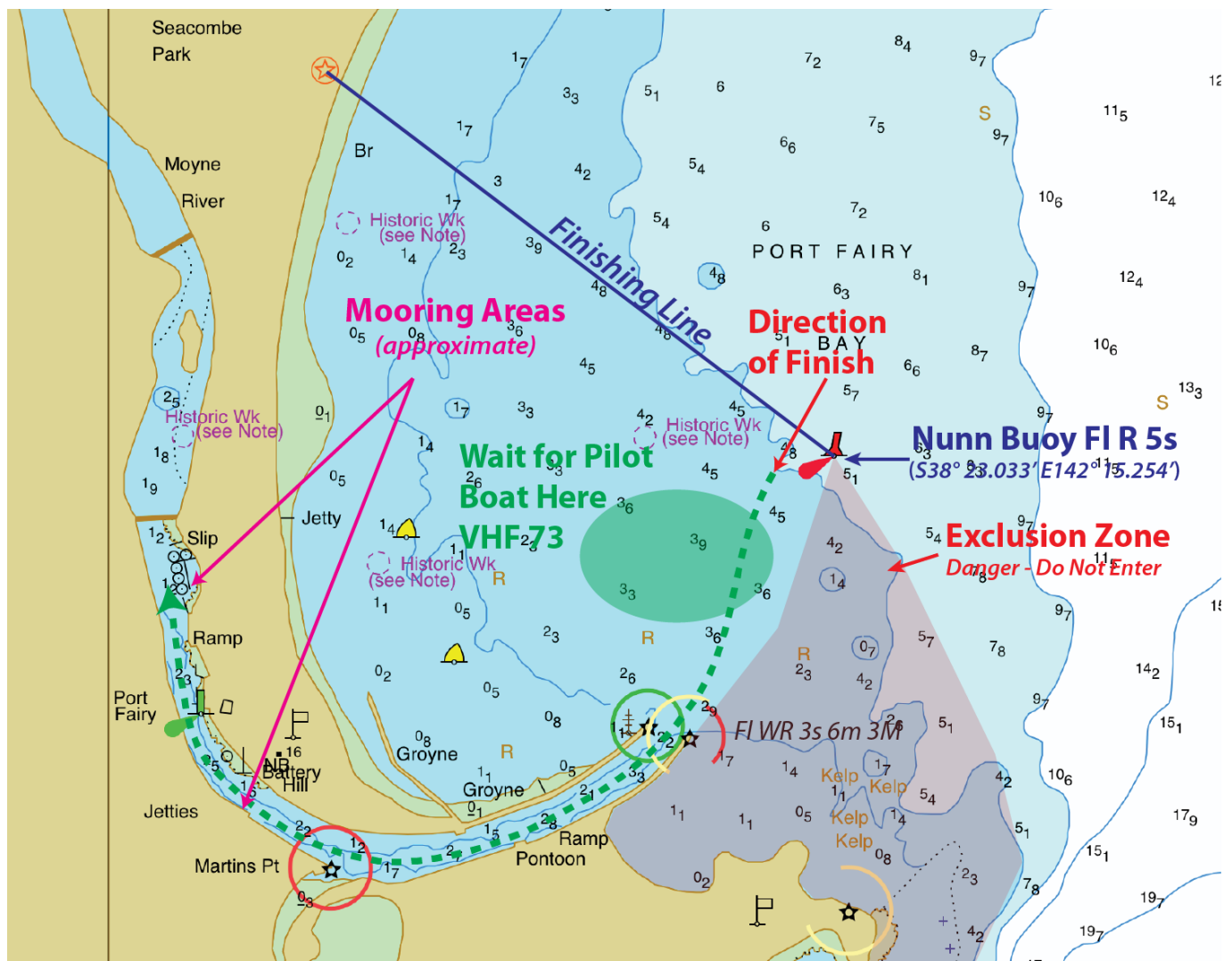
where {Yacht} is the yacht's name, {SN} is its sail number, {dd mm ddd mm} is the degrees and minutes of latitude and longitude of the yacht's current position and {hhmm} is the

estimated time of arrival as 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 *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 PFYC personnel.

## D2 FINISHING LINE

- D2.1 The Finishing Line at Port Fairy will be an imaginary line between the Nunn buoy (FI R 5s), approximately S38° 23.033' E142° 15.254', and a rotating amber light near Eastern Beach bearing approximately 295° True from the Nunn buoy.

Caution: there are several buoys with flashing red lights marking reefs near the finishing line. Skippers should carefully time the lights to ensure that the correct buoy is being approached.

- D2.2 Yachts shall cross the finishing line leaving the Nunn buoy to port.
- D2.3 Do not enter the area to the S-SE of the Nunn buoy as marked on the chart above. There are many shoals in the area.

## D3 FINISHING PROCEDURE

- D3.1 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.
- D3.2 Unless circumstances prevent it, the finishing times of all yachts will be taken by the race committee at the finish but as a back-up, skippers are requested to record their own finishing times, accurate to 1 second, and to inform the Race Committee of this time if requested.

## D4 DECLARATIONS

- D4.1 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 four hours of the yacht finishing the race. Failure to comply may be taken to mean that the yacht has retired from the race.
- D4.2 Declarations may be handed manually or sent by email or SMS as a photograph or PDF to the Race Director.
- D4.3 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.

- D4.4 Any yacht proceeding directly to another port after finishing the race shall send its declaration to the Race Director by email or SMS as described above within one hour of finishing and advise its intentions at this time.

## D5 MOORING FACILITIES

- D5.1 On arrival at the Moyne River, yachts will be met by the Port Fairy Yacht Club tender which will be operating on VHF Channel 73.
- D5.2 PFYC personnel will assist yachts up the river and direct them to moorings. Moorings in the river will be allocated based according to the vessel's size, draft and order of arrival.
- D5.3 Yachts may be required to raft up and should be prepared for this.
- D5.4 Skippers are requested to comply with the instructions/advice of the pilot and to moor only in the spaces allocated to them.

## D6 MOYNE RIVER

- D6.1 Care is required on entering the river and when navigating between the river mouth and Martins Point.
- D6.2 Easter is a time of tidal extremes and entering the river at low tide can present problems for deep draught yachts.
- D6.3 Follow the Port Fairy Yacht Club tender and make sure they know your yacht's draught. Yachts are reminded to follow the instructions of the Club Tender unless they are familiar with the river.

## D7 PORT FAIRY YACHT CLUB FACILITIES


- D7.1 The clubhouse shower and toilet facilities will be available continuously from the arrival of the first yachts.
- D7.2 The club bar will be open until midnight on Friday. The bar will re-open from 1200 until 1800 on Saturday.
- D7.3 Breakfast will be available from 0800 on Saturday and lunch will be available after the completion of the presentations.

## D8 PRESENTATION

Results will be announced at 1000 hours on Saturday, 3 April 2021 at the Port Fairy Yacht Club or as advised at Port Fairy.




## D9 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		 <div>SUN 4 APR</div>	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 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 2021 Melbourne to Port Fairy 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	<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

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]