

2021-2022 **ORCV Year Book**



For the 2021 to 2022 Ocean Racing Season

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Australia



Foreword

Dear Member

2021 was a year where our members and volunteers rallied to make the most of every opportunity and a very proud moment to be part of the club which came together with a great community spirit and energy. To top off the year, the Ocean Racing Club of Victoria was awarded by Australian Sailing as the **2021 Club of the Year Victoria**.

Finishing in a very strong position after a very unusual period. Membership is up 40%, fleets for our Category 2 ocean races have grown from an average of 16 to 26 boats per race and training pivoted to online. Sailing is alive in Victoria with the ORCV Cock of the Bay last Boxing Day generating the largest fleets seen in recent times.

This year we managed to deliver all the planned Category 3 pathways races. The West Offshore Products Coastal Sprints gave pathways to those who'd like to come and try ocean sailing and a race format that provided a mechanism for existing skippers to develop their skills and crew. It was the year for the inaugural Rally to King Island. As a result, the fleet grew by almost 50%.

Our club continues to lead in initiatives such as Sat phone in lieu of HF, 4+ Autohelm, double-handed offshore competitions and online training for our members.

Training in the ORCV continues to be strongly supported with this past year seeing a transition to online, taking our courses worldwide and opening the knowledge and safety that's been so much in our focus to a far wider audience.

There are so many that make the club function, from its membership, auditors, race officials, training, committee members, communications teams, the efforts are impressive and greatly appreciated. We form a unique community that come together from partnerships with other clubs around the bay and offering a different style of sailing.

Being recognised as the Australian Sailing Victorian Club of the Year is a huge achievement and recognition for the members, volunteers, every participant to our events and the kindred clubs who help make it all happen.

As we look towards 2022 and the milestone of celebrating 50 years of two iconic races to King Island and the Westcoaster to Hobart, we do hope to see you come join us and look forward to seeing you out there on the water.

Grant Dunoon

Commodore

Ocean Racing Club of Victoria Inc.



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Club



ORCV 2021-2022 RACING SCHEDULE

In addition to the training races incorporated in the Beyond the Bay programme, the ORCV annual racing programme includes:

- Bay racing, including the popular Cock of the Bay each Boxing Day, a series of passages in Winter with two taking competitors to destinations such as Blairgowrie and Geelong, and a double handed race.
- A series of Category 3 Coastal Races, each approximately 55 nm in length.
- A number of Category 2 offshore events between 114 nm and 435 nm in length.
- The races are open to fully crewed boats, double handed crew and yachts sailing "4 plus autohelm".

Date	Race	Cat
27/11/2021	West Offshore Products Coastal Sprint Series Race 1 (55 nm)	3
26/12/2021	Cock of the Bay (37 nm)	5
27/12/2021	Melbourne to Hobart Westcoaster (435 nm)	2
27/12/2021	Melbourne to Devonport Rudder Cup (195 nm)	2
12/02/2022	West Offshore Products Coastal Sprint Series Race 2 (55 nm)	3
11/03/2022	50 th Melbourne to King Island Race (114 nm)	2
11/03/2022	Melbourne to King Island Rally (114 nm)	3
15/04/2022	Melbourne to Port Fairy Race & Rally (132 nm)	2
22/04/2022	West Offshore Products Coastal Sprint Series Race 3 (55 nm)	3
01/05/2022	Double Handed Race (24 nm)	5
14/05/2022	Melbourne to Apollo Bay Race (52 nm)	3
25/06/2022	Winter Series Race 1	5
09/07/2022	Winter Series Race 2 - Blairgowrie	5
23/07/2022	Winter Series Race 3	5
20/08/2022	Winter Series Race 4 - Geelong	5
17/09/2022	Coastal Sprint Series Race 1 (55 nm)	5
22/10/2022	Latitude Ocean Race	3
23/10/2022	Latitude Pursuit Race	5
29/10/2022	Melbourne to Devonport Rudder Cup (195 nm)	2
26/11/2022	Coastal Sprint Series Race 2 (55 nm)	3
27/12/2022	50 th Melbourne to Hobart Westcoaster (435 nm)	2

GENERAL

The Ocean Racing Club of Victoria (ORCV) runs a number of Ocean races every year including the long-distance race to Hobart via the West coast of Tasmania and the Rudder Cup to Devonport. The club also conducts periodic long-distance races including the Melbourne to Osaka and Melbourne to Noumea races.

History & Objectives

The Ocean Racing Club of Victoria (ORCV) was formed as the Cruising Yacht Club of Victoria by a group of yachtsmen in 1949 and renamed in 1972. The club was formed so that ocean races in Victorian waters could be efficiently developed and run by an organisation focusing specifically on the needs of ocean racers.

The ORCV was incorporated in 1986. The Ocean Racing Club of Victoria is a member club of Yachting Victoria with affiliations to Australian Sailing and World Sailing.

The club functions as a non-profit organisation that draws its membership from all of the major yacht clubs in Victoria. It does not compete with other yacht clubs by operating a clubhouse or marina facility.

Vision

Our vision is to provide Ocean sailing opportunities to all.

Mission Statement

ORCV is dedicated to promoting ocean sailing, growing its participation, providing sea safety programs and value to our members.

Values

We aim to achieve our mission by working hard to emphasize the following core values:

Integrity

ORCV expects the highest levels of individual and corporate integrity. Compliance with the ORCV's Constitution, our by-laws, policies and legislation are paramount. ORCV's assets and intellectual property are to be preserved and safeguarded.

Professionalism

Club representatives will conduct themselves in all their dealings in a way that confers and earns respect, and demonstrates integrity

Openness & Transparency

Decision-making processes should be open, transparent and rational. Decisions are made for the common good of the membership, not for individual members. Questions about our club are welcomed

Respect

All actions, decisions and communication should be respectful of all members, staff, volunteers, the community and the environment.

Safety

The safety of our members and crews when ocean sailing is fundamental.

Quality & Innovation

Delivery of quality service to our membership across all levels is vital to the success of the ORCV. We are a continuous learning organization and welcome challenges to existing processes to foster continual improvement and a drive to excellence.

Fairness & Equity

ORCV promotes an environment that fosters fairness, equity and respect for social and cultural diversity. Everyone is to be treated fairly and equitably.

History

All stakeholders will preserve, respect and contribute to the history that has created the ORCV.

Success

Success is valued and celebrated across all activities within the ORCV.

Engagement

With all we do, we are here for our members, to provide services and events that can be enjoyed.



GENERAL COMMITTEE

The ORCV is overseen by a member elected General Committee. It is made up of ORCV members who are also typically members of other major Victorian yacht clubs.

The flag officers, officers and general committee members are all experienced sailors with many ocean racing miles under their collective belt. The club is run by ocean racers for ocean racers, everything we do is for members and participants, both skippers and crew.

Our constitution defines the committee, made up of:

- (Officer) Commodore – chair of Committee, deciding vote if tied
- (Officer) Vice Commodore
- (Officer) Rear Commodore
- (Officer) Treasurer
- (Officer) Secretary
- 6 General Committee Members

Committee Members

- Grant Dunoon (Commodore)
- Justin Brenan (Vice Commodore)
- Jeremy Walton (Rear Commodore & Sail Captain)
- Simon Dryden (Treasurer)
- Elke Kellis (Secretary)
- Tim Boucaut (Committee)
- Jill Blunsom (Committee)
- Jeff Sloan (Committee)
- David Taylor (Committee)
- Glenn Fitzgerald (Committee)



SUBCOMMITTEES AND VOLUNTEERS

The ORCV relies on volunteers to support its objectives and operations. We rely on the support of volunteers to run a successful sailing and training program for our members and participants. Without these people, the club would not function and they deserve acknowledgment.

Aiden Geysen	Glenn Fitzgerald	Michael Coulter	Robyn Brooke
Andrew King	Grant Dunoon	Michael Currie	Rod Smallman
Aaron Cole	Helen McRae	Murray Cardwell	Rosie Colahan
Andrew Roberts	Hugh Halliburton	Neil Butler	Ryan Blackstock
Annette Hesselmanns	Jane Denehy	Neville Rose	Sally Williams
Annie Schaefer	Jeff Sloan	Nick McGuigan	Sam Harrington
Bill Marchbank	Jennifer McGuigan	Noel May	Simon Dryden
Bruce Reidy	Jeremy Walton	Olga Kostochka	Steb Fisher
Bruno Cocozza	Jill Blunsom	Paul Pascoe	Steven Fahey
Cam Mead	John Donati	Paul Roberts	Sue Neales
Cath Hurley	John Gordon	Paulina Hryniewiecka	Terry Barridge
David Hewison	John Spencer	Peter Chalkley	Tim Boucaut
David James	John Weatherley	Peter Davison	Tim Godbert
David Richardson	Justin Brenan	Peter Dowdney	Tim Fowler
David Taylor	Lynda Brayton	Ray Shaw	Tim Godbert
Delma Dunoon	Malcolm Barnett	Rik Head	Tricia Peart
Donald Fraser	Marissa McManus	Robert Date	Tyson Smallman
Edel Doyle	Martin Vaughan	Robert Bradley	Val Hewitt
Elke Kellis	Mary Kay	Robert Tanner	
George Shaw	Matt Fahey	Robin Hewitt	

Areas of Involvement

There are many areas within the scope of ORCV's operations that benefit from volunteers and some that could not be attempted without them including

- Committee and Flag officers
- Race Directors and Race Management team
- Incident Management team
- Training presenters and assistants
- Mentors
- Safety Equipment Audits
- Trophies
- Back office assistance, e.g. History collation
- Social events

Volunteering

Volunteering is easy. Just give us a call on 03 9689 1622 or send an email to volunteer@orcv.org.au, letting us know your interests, any skills that may be useful and your availability. We can then discuss the range of opportunities available and how you could fit in.

We would love to see volunteers assist with two activities per calendar year, so we can spread the workload.

Check out the ORCV calendar in this publication or on

the website (www.orcv.org.au) for planned activities. New volunteers are provided with a buddy for activities, training materials and general information regarding day, date, time, venue, what to bring and what help is required. It is a great way to meet people involved in Ocean Racing activities, make friends, share knowledge and feel rewarded for your input.

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ADMINISTRATION

The club maintains a permanent office in Albert Park in a beautiful lakeside location. We share our office with Australian Sailing, so it's a busy and collaborative space to work.

We employ permanent staff who organise and administer the ocean races, training events and other club activities each year. The staff work flexible work hours, not necessarily 9 to 5.

Address

3 Aquatic Drive
ALBERT PARK VIC 3206

Contact Details

Email: orcv@orcv.org.au
Voice: 03 9689 1622

Staff

Vanessa Yates is that friendly voice of the ORCV Office and Administration Manager when help is needed.

Vanessa Yates

Sailing Administrator
Office Manager

vanessa.yates@orcv.org.au
orcv@orcv.org.au

Information Sources

The club runs a web site for news, announcements, race information, results and so on. Members and other interested parties should consult this on a regular basis.

Web Address: www.orcv.org.au

In addition, the ORCV have a Facebook and Instagram page which is a popular place to find out what is going on and to discuss it with other members and friends.

For all inquiries for information not covered by the web site and this year book, contact the office by email or phone.

ORCV Intellectual Property

After many years of operation and having conducted many sailing events, the ORCV, through its members and volunteers, has accumulated a vast wealth of knowledge, particularly as it relates to ensuring that ocean sailing remains a safe and enjoyable pastime. Much of that amassed knowledge has been documented in the materials used by the ORCV in its various training courses, operating procedures, on-line presence and indeed in the new soon to be released Knowledge Book.



Needless to say, these materials represent a valuable asset to the ORCV as we go about conducting our diverse array of activities, both on and off the water, and having access to them, either freely or at discounted rates, is a significant benefit of being an ORCV member. We strive to keep our sailing fees to a minimum in an effort to attract more participation and our ongoing training activities, while clearly critical to the achieving of the sailing mission of the ORCV, are also a key element of our overall financial viability.

In this age where information is so easily shared and disseminated, in order to look after the long term interests of the club, the ORCV finds it necessary to ensure that our valuable intellectual property is well protected. You will see a liberal use of copyright labelling on all of our materials hopefully making it clear that the materials are for the exclusive use of the ORCV and its members' private use and cannot be used or copied without the ORCV's consent. Hopefully, this will discourage anyone from improperly using our materials and so avoid the need to take any more formal actions should the need arise.

RADIO OPERATIONS

The ORCV manages radio communications between the Race Director, his or her delegated assistants and the racing fleets through a set of shore based and mobile radio facilities operating on HF frequencies and VHF channels.

Stations

Radio communications use the following radio stations:

- Kordia (Charleville Radio)

The ORCV's HF radio service is run by Kordia and operates with the call sign Charleville Radio. For all Category 2 races this coming season, the ORCV will be using Kordia (Charleville Radio) to run its race communications. Kordia is the company that operates the national HF radio service through the Charleville (QLD) and Wiluna (WA) transmitters. They are based in Canberra alongside AMSA.

Kordia will be using the Charleville (WMC) station so the frequencies required will in addition to the HF 4483 kHz used in past years when radio communications were run from Melbourne.

The frequencies for the various races will be chosen from the following:

HF 4483 kHz
HF 6218 kHz
HF 8210 kHz
HF 12305 kHz

The three new frequencies are already registered international frequencies, but they are used in duplex mode where different frequencies are used for both transmit and receive. However, Kordia uses them in simplex mode where the same frequency is used both to transmit and receive, competitors are reminded to check their radios to ensure they support simplex mode on those frequencies.

You may find these frequencies already programmed into your radio but most likely in duplex mode. If this is so, you will have to arrange to program your HF set to operate at these frequencies in simplex mode or else you will not be able to communicate with Kordia.

Kordia's phone number, often used for pre-race radio checks, is +61 2 6279 5774

- ORCV Van (Ocean Racing)

The ORCV has a mobile radio facility in the ORCV Van, which appears on many race finish lines. This operates with the call sign Ocean Racing. It has MF/HF and VHF radios but has less power at its disposal and so a slightly shorter range.

- Smithton Radio

Radio operations are greatly assisted by other radio stations operating in and around Bass Strait, notably Mary Kay of Smithton Radio.

Satellite Phones

Whilst HF radio is ORCV's preferred communications mode, for Cat 2 races satellite phones are recognised by the ORCV as an acceptable race communication alternative in Cat 2 races for yachts which are not equipped with HF radios.

This is subject to dispensations granted by Australian Sailing and requirements listed in the Notice of Race (NoR). Satellite phones used for races must be able to send and receive text messages and must be monitored continually during a race. They must also have the ORCV Race Director phone number +61 418 396 605 preprogrammed in the contacts.



MEMBERSHIP

We welcome you to join the Ocean Racing Club of Victoria, a long-established club dedicated to promoting ocean sailing, growing participation, providing sea safety programs and value to our members.

Our active sailing calendar caters for the most passionate offshore racer through to those that enjoy the camaraderie and competitiveness of shorter bay and coastal passage races.

If you like what we do, we welcome you to join us as a Member and belong to a club that is passionate about ocean sailing, safety at sea and clean oceans.

ORCV Members enjoy significant benefits plus you're supporting the ORCV and our many volunteers who assist in running our extensive annual training and racing program.

Members Benefits

- No crew fee for the member on Melbourne to Stanley, King Island or Apollo Bay races.
- No crew fee for the member on Coastal Sprint races.
- 50% reduction on crew fees for the member for the Melbourne to Hobart and Melbourne to Devonport races.
- Membership prices for our training courses throughout the year including Safety Sea & Survival, Weather, Navigation and the ORCV Rip Tour among others.
- A complimentary electronic copy of the ORCV Yearbook.
- A copy of the ORCV Handbook, a valuable reference tool for all ocean voyages that is updated regularly.
- Australian Sailing affiliation with an Australian Sailing number provided if you are not currently a member of another club
- Australian Sailing personal accident insurance details of coverage at [Australian Sailing Resources](#).
- 15% reduction on boat entry fees to all ORCV Races.
- Special offers from our generous ORCV sponsors.
- And, most importantly, our members belong to a dedicated group of skilled sailors who go beyond the Bay to safely enjoy all the ocean sailing has to offer.

Membership Categories and Fees

Membership Year runs until 30 September each year. If you join in July, August or September, you will be automatically granted membership for the following year too.

Full Member*\$250
Youth Member (16-25 years)\$125
Outport† Member\$135

* New full and outport members pay a once-off additional \$30 nomination fee upon joining.

† Outport members > 80 km radius from the Melbourne GPO. [Click here](#) to check if you qualify for Outport Membership.

Mentoring

If you are in a position to mentor other ORCV members in aspects of ocean racing or would like support from a mentor or in any way participate in the "Latitude" offshore sailing and development program, check the appropriate boxes on the membership form or contact the office.

Temporary Membership

ORCV offers a temporary membership for events. Fees are \$20.00 for Bay races and \$60.00 plus race crew fee for Ocean races.

ORCV SPECIAL REGULATIONS

ORCV races are conducted within the regulatory framework prescribed by World Sailing and Australian Sailing and the Rating Authorities, including the Racing Rules of Sailing and the Australian Sailing Special Regulations Part 1 (2021-2024) as amended by Australian Sailing from time to time.

The ORCV has the capacity to impose additional requirements, to amend certain Racing Rules and, in limited circumstances approved by Australian Sailing, to grant dispensation from certain Australian Sailing Special Regulations. Such amendments are detailed in full or by reference to this document in the Notice of Race and Sailing Instructions for individual events.

This document, “the ORCV’s Special Regulations”, provides a guide to the additional requirements and amendments

to the above rules and regulations which are generally applied by the ORCV in Category 2 and Category 3 offshore races for which it is the Organising Authority. It is emphasised that the provisions of the Notice of Race and the Sailing instructions for the relevant event prevail in the event of conflict or uncertainty.

General Provisions of the ORCV Special Regulations

Nothing in the WS, AS or ORCV Special Regulations negates the need to adhere to relevant Government Maritime regulations or the International Regulations for Preventing Collisions at Sea.

ORCV amendments to World Sailing Racing Rules of Sailing (RRS) and the Special Regulations of Australian Sailing con-

tained in an ORCV Notice of Race shall apply only to those details specifically identified therein. In every other respect the World Sailing Rules and Australian Sailing prescriptions hold good and shall be observed.

ORCV offshore races are defined as events which are conducted in full or in part outside Port Phillip.

Specific Clauses of the ORCV Special Regulations for Offshore Races

1. Changes to Category 2 Special Regulations

Australian Sailing Special Regulation 3.25.1 provides for the use of that HF radio or permanently installed satellite phones for communications in Category 1 and 2 Races.

The ORCV Special Regulations further provide that except in races where VHF is specified in the NOR for communication purposes:

- Yachts equipped with HF radio shall use that equipment for the sign-on and all position reports; and
- Yachts using permanently installed satellite phones in lieu of HF radio shall comply with the following additional conditions:
 - Must be powered up and monitored at all times while racing.
 - Demonstrated speed dialling capability.
 - Demonstrated ability to send and receive text messages and to receive weather warnings.
 - The yacht must also be equipped with a fully functional DSC VHF radio with the yacht’s own MMSI number configured and a GPS receiver connected for position information.

2. Changes to IRC Rules

IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 11.2: In accordance with a prescription by Australian Sailing, a yacht in the IRC Handicap Category may carry one more spinnaker than shown on the yacht’s IRC Certificate without an increase of rating.

3. Changes to Racing Rules of Sailing

Use of External Data

RRS 41: While racing, a boat may retrieve data from any website even if that page is not freely available to all competitors.

Asymmetrical Spinnakers

RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

RRS 51: A yacht with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability to the extent permitted by their stability rating.

Stored Power and Self Steering

RRS 52: The rule shall be modified:

- to allow self-steering equipment to be used by yachts sailing in the Double-Handed Division and in the Unrestricted Monohull Division with a maximum of four (4) persons on board;

- to allow the adjustment of movable water ballast or canting keels on any yacht and the use of stored power to do so, and
- to allow the use of stored power for sail handling and sail trimming on any yacht.

Rubbish Disposal

RRS 55: The rule is amended to provide that discarding biodegradable bands when setting a sail shall not be considered a breach of rule 55.

Time Limits for Protests

RRS 61.3: There is no time limit on protests by the Race Committee or the Protest Committee.

Use of Engines

RRS 42.3 5: An engine may be used for charging batteries, pumping bilges or otherwise supply power (with the propeller disengaged) and to keep clear of commercial shipping. Use of the engines where necessary to avoid commercial shipping is appropriate but must be logged and declared at the completion of each race.

A yacht that has not yet arrived in the vicinity of the start line when the preparatory signal has been made may use her engine for the purpose of enabling her to arrive within 100 meters of the start line. A yacht availing herself of this privilege shall cease using her engine and then complete a 360° turn including one tack and one gybe before she crosses the starting line. Such usage must be detailed in the yachts finishing declaration.

Yachts Starting Late

RRS 45 : For Ocean Races, yachts may elect to start at any time up to the latest time stated in the Notice of Race or Sailing Instructions. Yachts intending to take this option shall respond when called at the pre-race sign on schedule and state their intentions. They shall subsequently respond to all routine schedules in accordance with the provisions of the Sailing Instructions.

Temporary Discontinuance from Racing

RRS 42 & 45: A yacht, after starting a race, may use its engine to assist with anchoring or berthing when:

- taking shelter from extreme weather;
- disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced); or
- attempting repairs wholly on board.

For this purpose, the engine may be used only to assist with berthing or anchoring. Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. No outside assistance (apart from medical assistance) shall be accepted by the boat or the crew other than as provided in RRS 41.

During any such period of discontinuance from racing, a yacht's elapsed time shall continue to accrue. Details shall be logged and included in an incident report at the end of the race.

4. Other Provisions

Port Phillip Heads Exclusion Zone

For races exiting Port Phillip Heads, the Sailing Instructions typically include an Exclusion Zone designed to keep yachts clear of commercial shipping channels to the extent possible. Yachts shall not enter the Exclusion Zone and skippers shall be in a position to demonstrate compliance by SMS submission of a screen shot of their chart plotter track past the Exclusion Zone. For this purpose, yachts shall retain an electronic copy of their screen shot for not less than 7 days from the start of the race.

Measurer

The measurer for any race or series will be the Race Director but, in the event that none has been appointed, then the ORCV Sail Captain shall be the measurer.

AIS

Yachts equipped with AIS transmitters shall operate that equipment at all times when racing, this transmission to include the boat's name and MMSI.

Valid from 1 October 2021

Entry to ORCV races is done online on the ORCV website (www.orcv.org.au) through the Top Yacht Entry System (TES). This section gives some background and guidance on the process of entering a yacht in an ORCV race event. Instructions can be found on the ORCV website

Basic Concepts

Entry to an ocean race organized by the ORCV involves selecting the race, entering the yacht in the selected race and paying the appropriate entry fees. Once a yacht's details exist in TopYacht, they need not be entered again for subsequent races. Ocean races require additional information for safety reasons, boat certification and crew details such as next of kin. These details can be uploaded as documents or filled out in the appropriate field.

The TES system is designed to support the collection of this information. For a full and complete entry for an ocean race, the following things are required:

- **Each yacht** must have a fully completed profile describing the yacht and any relevant features. In addition, a crew list must be submitted containing a list of each crew member on board during the race.
- **Each crew member** must have a fully completed crew profile describing them, their contact details and their next of kin and their contact details in case of emergencies.

As a matter of common practice;

- The yacht profile is established and maintained by the boat owner.
- Crew information is established and maintained by the relevant sailor
- Sailors are invited to join boats crew by the skipper or boat owner. A sailor can chose to be a member of more than one crew
- When entering a race skippers nominate the crew for that event from their established "crew list".

TES supports the creation and maintenance of these yacht and crew profiles and connecting them into crew lists for particular races. Entries also require the submission of supporting documents to verify or support eligibility. TES supports the uploading of electronic copies of these documents for use in the race being entered, and for subsequent races.

TES is entered by selecting the ORCV Online Entry link on the ORCV web site. This is usually found in the page menu bar and can be selected anywhere it is located, especially the home page or individual race pages. Selecting the link results in the TES Initial Menu page being displayed, as shown in *Figure 1: TopYacht Initial Menu*.

Crew Profile

Any and all prospective ocean racing crew members must have a Crew Profile set up and fully completed in TES. On the TES Initial Menu (see *Figure 1*), locate and click the MY self (black head icon) menu item.

You will be asked to log on with the panel shown in *Figure 2: TES MY self Log In*. At this point, if you are new to the TES system and have never had a profile before, type your email address, the one you want to identify with this profile, and click Register. Otherwise if you are already registered, type the email address already associated with your profile, your profile password and click Log In.

When registering, an empty form is displayed to create a new profile. Otherwise, the existing profile data is displayed so it can be modified. Either way, the process for creating or updating and then saving the profile is identical.

When the form is first displayed, the basic Club Racing details are shown. For Ocean Racing, click the Show Offshore



Figure 1: TopYacht Initial Menu

Figure 2: TES MY self Log In

Racing button at the bottom of the page. The following sections are displayed:

- Sailor Basics - Name, phone and email address, emergency contact details.
- Contact Details - Address, phone and Skype details
- Offshore items - Gender, year of birth, height, weight, jack- et colour, short size, glove size and medical information
- Next of Kin - Name, address and phone details
- Qualifications - Radio, First Aid and SSSC details
- Recent Experience - Race experience details
- PLB Details for privately owned PLBs

At the bottom of the form is a list of races for which you have been invited as crew. For those with hired or loaned PLBs, once the PLB brand and Hex ID are known, they should be entered here against the race concerned.

Make sure you complete the form as accurately as possible. All of it is used in some aspect of race management. When done, click the Save Changes button at the bottom of the page. You can now be invited to join a crew for an ocean race.

Race Entry

A Yacht Profile can only be created while entering a race. Once created, the profile can be update and kept up to date using the My TopYacht (red sailboat icon) menu item. However, mostly you will work with the race entry procedure so we will focus on that first.

From the TES initial menu (see *Figure 1*), for most ocean races select Enter Series / Multi-Series Entry. This will show a page similar to the example in *Figure 3: Select Race for Entry*. Select the race or series by clicking on one of the radio buttons in the list, then select an entry option as follows:

1. **Enter boat already in TopYacht Boat Register:** Your yacht already has a Yacht Profile in the TES database and you want to enter it in a new race. Use this to

Figure 3: Select Race for Entry

enter an existing yacht, one with a TES profile, in a new race.

2. **Update existing entry details in selected Series:** You have already entered your yacht in a race and you want to update the entry details. Use this to add additional details, correct previously submitted details, update your race documents and add or delete people from your crew.
3. **Enter boat NOT in TopYacht Boat Register:** Your yacht does not have a Yacht Profile in the TES system. Use this to create a new TES profile for your yacht and to enter the yacht in a new race.

When selected, press *Submit* to submit the page and proceed to the next step. For options 1 & 2 above, you will then be prompted to logon by specifying your yacht's sail number and the profile password as shown in *Figure 4: Race Entry Log In*. Enter these and click *Log In* to display the Entry/Yacht Profile. For option 3, a empty Entry/Yacht Profile is displayed with blank fields ready to complete a new Race Entry and Yacht Profile.

The Race Entry/Yacht Profile has six tabs across the top. The Entry Details tab must be completed before any of

Figure 4: Race Entry Log In

the other tabs can be used. The following sections are present in the Entry Details form and must be completed fully and accurately:

- Boat - basic boat details such as name, sail number etc.
- Boat Specs - some basic measurement details such as LOA, draft, rig type, displacement etc.
- Entry Categories - the handicap categories to enter such as PHS, AMS, IRC, DHD and Multihull
- Primary Contact - name, password, AS number, address, email, phone etc.
- Race Fees - what and how you will be paying

- Crew Totals - how many and if final
- Other Items - Media information and permissions, comments for organisers
- Acceptance of Terms and Conditions

When complete, click the *Submit* button at the bottom of the page. If anything needs fixing, the page will be redisplayed with messages indicating what has to be fixed. Correct these and try again. When completed successfully, a confirmation screen will be displayed as shown in *Figure 5: TES Entry Confirmation*. For those paying online, should click the Credit Card Payment link to pay the race fees.

The other tabs listed above are now available for use. These are as follows:

- Entry Detail - return to the entry information and modify it
- Crew List - recruit and manage crew (see *Crew List* section)
- Boat Details - update yacht profile details
- Boat Docs - lodge a variety of boat documents (see *Documentation* section)
- Race Docs - select documents to be used for a particular race (see *Documentation* section)
- Race Dates - uncertain use cases

Yacht Profile

A Yacht Profile can only be created when actually entering a race. This procedure has been described previously in the Race Entry section. However, once created, yacht profiles can be updated and maintained using the My TopYacht (red sailboat icon) menu item on the TES entry menu (see *Figure 1: TopYacht Initial Menu on page 11*).

Figure 5: TES Entry Confirmation

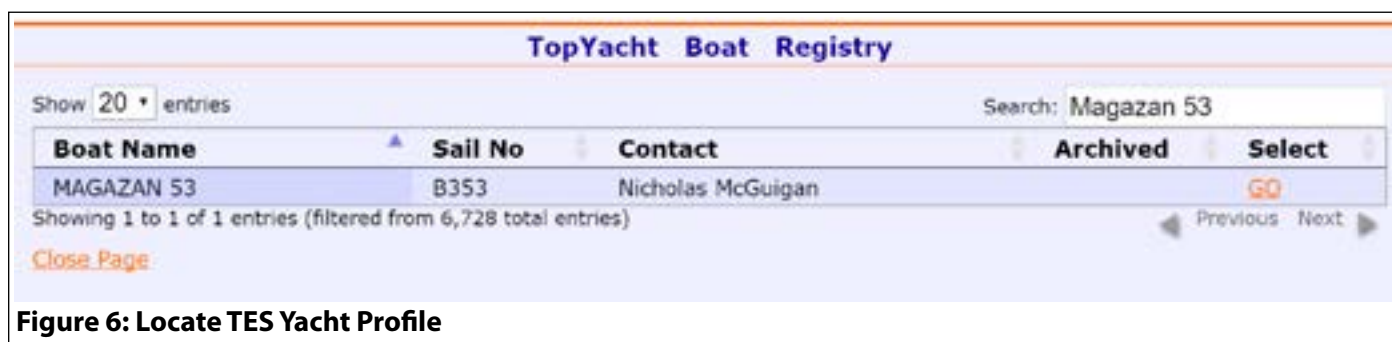


Figure 6: Locate TES Yacht Profile

The profile details and how they are specified are identical with either method. The My TopYacht process is described here and the race entry process has been described previously under the Race Entry section.

On the TES initial menu, locate and select the My TopYacht (red sailboat icon) menu item. This will bring up a list of boats registered in the TES system. Your yacht must be already registered to be in this list. If it isn't go to the Race Entry section for details on how to enter a race and create a profile for your yacht.

Continuing with the process, locate your yacht by typing the yacht name in the Search field at the top right as shown in Figure 6: Locate TES Yacht Profile. When the yacht name is displayed, click the Go link under Select to display a summary of the yacht details. Click the Log In button at the bottom of the page to display the yacht profile log in page (see Figure 4: Race Entry Log In on page 13).

Once logged in, the Yacht Profile is displayed. This is very similar to that encountered when entering a race. However, there is no race entry details tab. Instead a Message Board tab is displayed. In addition, in the Crew List and Race Docs tabs, a pull-down list enables you to select the race with which you wish to work

Crew List

Crew lists for races are assembled and managed through the Crew List tab on the Race Entry/Yacht Profile form. Crews are assembled on a per race basis. For each new race, you will have to specify a new crew list.

TES remembers all crew members you have raced with before in a TES managed race. This means if you have sailed with someone before, you just need to select them from the list shown under the Crew List tab and they will be added to your crew for the race.

For crew you haven't used before, there are mechanisms to invite them, if they are already registered with TES, or create and invite them, if they don't have a TES profile.

Figure 7: Crew List Options shows the options available for working with crew lists. To see the list and select an option, hover your mouse over the Offshore Race Crew button to see the option list and then click on the required option button. The available options are:

- Add Existing Boat Crew Brings up a list of past crew members. Select crew members from this list to add them to the crew for the race concerned.
- Invite crew (already in TopYacht) to join your Boat Crew- Use this option to invite a sailor already in TES to join your crew for the race concerned. Invitations may be sent by SMS (Australian mobile numbers only) or email. For these to work, the crew profile must contain a mobile number or a working email address. If you are having problems, contact the affected crew members and have them update their profile appropriately.

After selecting this option and specifying whether to use email or SMS, a search panel is displayed as shown in Figure 8: Crew Search Options. Enter the appropriate values



Figure 7: Crew List Options



Figure 8: Crew Search Options

and click *Search*. One or more names will be returned. Click the SMS or email button against the one you were looking for and an invitation will be sent to them. A typical email invitation is shown in *Figure 9: Crew Invitation*. The prospective crew member clicks the given link to accept the invitation and is added to the crew list.

- Create a NEW sailor in TopYacht

Enables you to create a new Crew Profile in TES for a prospective crew member. This is not recommended as it can often lead to duplicate profiles which leads to all sorts of problems. Encourage the sailor to create their own profile and use this option as a last resort.

- Edit crew data

Enables you to edit the profiles for each crew member on your crew list. This is to enable you to perform last minute data quality checks and corrections if required.

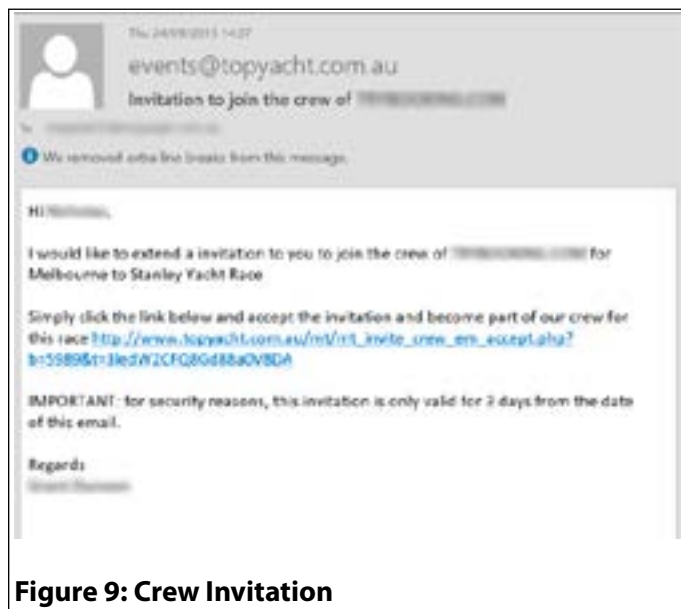


Figure 9: Crew Invitation

Series



The races run by the ORCV are usually grouped into series with trophies awarded for the overall winners of the series as well as the individual events.

This part of the Year Book is a directory of all the series the ORCV conducts during the year.

OFFSHORE CHAMPIONSHIP

The Offshore Championship and the Perry Fletcher Clipper Trophy is awarded to the skipper of the best performed yacht based on points awarded in its best 4 ORCV offshore Races including at least three Category 1 or Category 2 events.

OFFSHORE SERIES

ORCV OCEAN RACING

Points are awarded for each race using measurement handicap results from the Unrestricted Monohull Division. This Division includes double handed and 4 handed crews, who are permitted to use autohelms, as well as fully crewed boats, thus broadening the competition.

The scoring system has evolved in recent years to address the diversity of ORCV races in terms of fleet size and the degree of difficulty. A modified high point scoring system is used to recognise "the number of competitors beaten" in fleets (which may vary from 5 to 30 yachts) and weights are applied to individual race scores as outlined in the Championship Notice of Race.

Each race is given a race weighting for difficulty and points are awarded based on the number of starters and finishing position using a formula such as Race Points = (number of starters in a handicap category - finishing position + 3) x race weight or as defined in the Notice of Race for the Offshore Championship.

An additional award is available for the best performed double handed yacht based on a similar scoring system, as set out in the NOR.



Arcadia (S17) - Peter Davison
Offshore Championship Winner 2020-2021

Offshore Champions

Season	Yacht	Owner/Skipper
2020/21	Arcadia	P. Davison
2019/20	Not Awarded	
2018/19	Alien	J. Brennan
2017/18	White Noise	D. Edwards
2016/17	White Noise	D. Edwards
2015/16	White Noise	D. Edwards
2014/15	Spirit of Downunder	L. Ford
2013/14	Seduction	R. Nichols
2012/13	Bandit	A. Trebilcock
2011/12	Dry White	D. Fraser
2010/11	eXtasea	P. Buchholz
2009/10	eXtasea	P. Buchholz
2008/09	eXtasea	P. Buchholz
2007/08	eXtasea	P. Buchholz
2006/07	Spirit of Downunder	L. Ford
2005/06	By Order of the Secretary	G. Shaw
2004/05	Bacardi	G. Ainley /J. Williams
2003/04	Bacardi	G. Ainley /J. Williams
2002/03	Tevake	A. Fletcher
2001/02	Tevake	A. Fletcher
2000/01	Bacardi	G. Ainley /J Williams
	Tevake	A. Fletcher
1999/00	Back in Business	M. Sabey
1998/99	Back in Business	M. Sabey



38 SOUTH BOAT SALES DOUBLE HANDED CHAMPIONSHIP

The ORCV has long been an active supporter of double handed sailing as part of the Bay Racing Programme, The Melbourne Osaka two handed race and in all offshore events including the Melbourne Hobart Westcoaster.

DOUBLE HANDED ORCV OCEAN RACING

In addition to the existing Double Handed Offshore Championship award, the 38 South Boats Sales Trophy will be awarded to the best performed Double Handed competitor in the new Coastal Championship series.

The traditional double handed Bay Race, conducted each year at the end of the summer season, will be retained as the final component of our two handed "offering".

Offshore Double Handed Champions

Season	Yacht	Owner/Skipper
2020/21	Maverick	A. Hammond
2019/20	<i>Not Awarded</i>	
2018/19	Maverick	R. Smallman



Maverick (Sm3600) - Tony Hammond
Offshore Double Handed Champion 2020-2021

COASTAL CHAMPIONSHIP

This Championship is awarded to the owner/skipper of the best performed yacht in the ORCV's Coastal Race Series determined using Measurement Handicap results in the Unrestricted Mono hull division.

COASTAL SERIES ORCV OCEAN RACING

Boats entered in this division may be fully crewed, with up to 4 crew plus autohelm or Double Handed.

The coastal Race programme consists of:

- the three new West Offshore Products Coastal Sprint Series races, plus
- the ORCV's traditional end of season Apollo Bay Race.

The races are designed to provide a competitive "stand alone" Category 3 offshore racing programme for 'time poor' crews skippers and for those who may not wish to make the commitment required for Category 2 offshore events.

The programme also provides a development platform for offshore crews and a development pathway for yachts wishing to progress from active Bay Racing to Category 2 Offshore Events.

Although the Apollo Bay Race typically involves a whole weekend commitment, the 3 Coastal Sprint Races start and finish in the proximity of the Port Phillip heads and are design to enable yachts to return to their home clubs early on Saturday night or to enjoy a relaxing evening at Blairgowrie Yacht Squadron or at Queenscliff; either in the marina or at the Queenscliff Cruising Yacht Club.



Maverick (Sm3600) - Tony Hammond
Coastal Champion 2020-2021

Coastal Champions

Season	Yacht	Owner/Skipper
2020/21	Maverick	A. Hammond
2019/20	Not Awarded	

SOVEREIGN SERIES

The Sovereign Series, incorporating the 2021 Melbourne to Hobart “Westcoaster” Yacht race, is conducted on the waters of Port Phillip, Bass Strait, the West and South coasts of Tasmania, Storm Bay and the Derwent River.

SOVEREIGN SERIES ORCV OCEAN RACING

The series consists of the following races:

- The Cock of the Bay which is a 34 nm dash down Port Phillip Bay from Melbourne to Blairgowrie
- The 435 nm Melbourne to Hobart Westcoaster Blue Water classic (P33)
- The King of the Derwent race conducted on 2 January 2019 by the Derwent Sailing Squadron.

Sovereign Series Winners

Season	Boat	Skipper
2020/21	<i>Not awarded</i>	
2019/20	<i>Not awarded</i>	
2018/19	Whistler	D. Alpin
2017/18	Magique	M. Contessi
2016/17	Cadibarra 8	P. Roberts
2015/16	Extasea	P. Buchholz
2014/15	Seduction	R. Nichols
2013/14	Tevake II	A. Fletcher
2012/13	Bandit	A. Trebilcock
2011/12	eXtasea	P. Buchholz
2010/11	Slinky Malinky	E. Marsh
2009/10	Audacious	G. Clinnick
2007/08	Archie	S. Rattle
2006/07	A Crewed Interest	E. Ragauskas/M. Vaughan
2005/06	Quetzalcoatl	J. Ey
2004/05	Tevake	A. Fletcher
2003/04	Rumbeat	G. Henderson
2002/03	Dé Ja Blue	J. Neilson
2001/02	Kontrol	P. Blake
2000/01	Tevake	A. Fletcher
1999/00	Cadibarra 7	N. Jones
1998/99	First Priority	P. Coombs
1997/98	Island Trader	J. Chatham
1996/97	Brighton Star	D. Gotze
1995/96	Misty	B. Clague
1994/95	Fast Forward	S. Kellet/I. Rushton



Whistler (L77) - David Aplin
Sovereign Series Winner 2018-2019

BASS STRAIT SERIES

The Bass Strait Series, incorporating the Melbourne To Devonport Rudder Cup Yacht Race, is conducted on the waters of Port Phillip and Bass Strait.

BASS STRAIT SERIES

ORCV OCEAN RACING

The Series consists of the following races:

- ORCV Cock of the Bay
- ORCV Melbourne to Devonport Rudder Cup
- MYC Top of the Island Race

Bass Strait Series Winners

Season	Boat	Skipper
2020/21	<i>Not Awarded</i>	
2019/20	<i>Not Awarded</i>	
2018/19	Merlion	E. Mackevicius
2017/18	White Noise	D. Edwards
2016/17	Summer Wind	P. & A. Woodman
2015/16	Merlion	E. Mackevicius
2014/15	Wicked	M. & M. Welsh
2013/14	Jake	S. Lyon
2012/13	No Fearr	K. Robinson
2011/12	Merlion	E. Mackevicius
2010/11	Ninety Seven	A. Saunders
2009/10	Hush	P. Chalkley/M. McManus
2008/09	The Secretary	G. Shaw
2007/08	eXtasea	P. Buchholz
2006/07	Shogun	R Hanna
2005/06	Ruthless	J. Geist
2004/05	Appollonius	J. Robinson
2003/04	Cadibarra	N. Jones
2002/03	Bayside Star	R.Thurston
2001/02	Ruthless	J. Geist
2000/01	Ruthless	J. Geist
1999/00	Déja Blue	J. Neilson
1998/99	Ruthless	J. Geist
1997/98	Frequent Flyer	C. Nicoll
1996/97	Joanne	S. Robinson
1995/96	Shenandoah II	R.White
1994/95	Allegro	B. Moore



Merlion (H818) - Eddie Mackevicius
Bass Strait Series Winner 2018-2019

Note: Before 2006, the historic Rudder Cup was presented to the overall winner of the then Rudder Cup Series, now the Bass Strait Series. Following a review of the Deed of Gift in 2006, the Rudder Cup is now presented to the winner of the race across Bass Strait after Christmas.

LATITUDE SERIES

The Latitude Series is an innovative series of on-water activities to help those new to ocean sailing get started. It also provides a vehicle for established ocean sailors to develop crew members into positions of responsibility in an ocean racing team.

LATITUDE SERIES ORCV OCEAN TRAINING

In the years the ORCV's Beyond the Bay program is run, the series forms part of the on-water component of the program.

The Latitude Series provides a set of tactical and navigational challenges for ocean sailors of all levels coupled with a competitor support program and mentoring support for ocean sailing beginners. The ORCV ocean sailing calendar also has a well-designed range of short, medium and long-distance ocean races for competitors to continue their progression.

The Latitude Series of races further enhances the racing calendar and is also a last chance for yachts and crews to get some ocean miles under their belt before the Devonport and Hobart races at the end of the year.

The competitor support program includes advice from our experienced team on making the transition from Bay sailing and racing to ocean racing on:

- Safety Requirements
- Yacht Preparation
- Crew Management
- Ocean Racing Evolution

Mentoring is available from experienced ocean sailors, both off and on the water and pre, during and post race.

Latitude Series Winners

Season	Boat	Skipper
2020/21	Not Awarded	
2019/20	Not Awarded	
2018/19	Arcadia	S. Thompson
2017/18	Under Capricorn	B. Carreto
2016/17	Algy Rose	N. Rose
2015/16	Algy Rose	N. Rose
2014/15	Summer Wind	Angela Woodman
2013/14	Addiction	J. Pfeiffer
2012/13	Algy Rose	N. Rose
2011/12	Yoko	R. Hewitt
2010/11	Chikara Outlaw	J. Norbury & B. Trueman
2009/10	Remedy	B. Hibbert
2008/09	The Secretary	G. Shaw



Arcadia (S17) - Steven Thompson
Latitude Series Winner 2018-2019

WINTER SERIES

The Lord Warden's Trophy is presented to the winner of the Winter Series which consists of two medium distance races around fixed marks at the top end of Port Phillip Bay and two longer distance passage races to popular destinations for warm hospitality from host clubs, Blairgowrie Yacht Squadron (BYS) and Royal Geelong Yacht Club (RGYC).

WINTER SERIES

ORCV BAY RACE

Winter Series has a variety of divisions offered for all events throughout the series:

- Traditional monohull racing divisions
- Double-Handed Division

Lord Warden's Trophy Winners

Year	Boat	Skipper
2021	<i>Not Awarded</i>	
2020	<i>Not Awarded</i>	
2019	Arcadia	P. Davison
2018	Javelin	Mark Nicholson
2017	Serious Yahoo	J. Heywood
2016	Avalanche	H. Ellis & G. Caulfield
2015	Absolut	R. Gates
2014	More Noise	J. Close
2013	Jazz Player	A. Lawrence
2012	INSX	R. Sill
2011	INSX	R. Sill
2010	INSX	R. Sill
2009	INSX	R. Sill
2008	eXtasea	P. Buchholz
2007	Vapour Trail	S. LaPeyre/A. Dogget
2006	Vapour Trail	S. LaPeyre/A. Dogget
2005	Toecutter	R. Hick
2004	Veloce	P. Sempfendorfer
2003	Chutzpah	B. Taylor
2002	Ida	R. Ward
2001	Cadibarra	N. Jones
2000	Watershed	G. Tobin
1999	Shenandoah II	R. White
1998	Stampede	C. Gendala
1997	Shenandoah II	R. White
1996	Shenandoah II	R. White
1995	Shenandoah II	R. White
1994	Wet'n'Infamous	K. Wood



Arcadia (S17) - Peter Davidson
Lord Warden's Trophy Winner 2019



OCEAN RACER OF THE YEAR

The prestigious Ocean Racer of the Year trophy is awarded to recognise those qualities particular to ocean racing as distinct from other yachting activities.

Such qualities might include, but are not limited to, the nominee's knowledge and application to Ocean Racing of:

- Weather
- Tides
- Routing
- Boat Handling/Sea State
- Victualling
- Crew maintenance
- Sail Management

Ocean Racer of the Year Perpetual Trophy Winners

Year	Winner
2021	<i>Not Awarded</i>
2020	Angus Fletcher
2019	Grant Dunoon
2018	Rod Smallman
2017	Justin Brenan
2016	Laurie Ford
2015	Robin Hewitt
2014	Rob Date
2013	Rik Head
2012	Paul Buchholz
2011	Phil Spry-Bailey
2010	Nicholas McGuigan
2009	Neville Rose
2008	Rosie Colahan
2007	Shane La Peyre/Albert Doggett
2006	Robyn Brooke
2005	John Williams
2004	George Shaw
2003	Peter Blake
2002	Bill Rawson



Angus Fletcher
Ocean Racer of the Year 2020



Events



This part of the Year Book is a directory of the ORCV's major races in the 2021-2022 season. Events are linked to the various Series that the ORCV organise or to which they contribute.

See the ORCV website (www.orcv.org.au), Notice of Race and Sailing Instructions for the final details of each race.

Race Records

Race	Year	Yacht	Time
Portsea to Flinders	1996	Tevake	03h 31m 05s
Queenscliff to Hastings	2001	Cadibarra	04h 28m 29s
Queenscliff to Westernport	2006	Shogun	05h 43m 45s
Melbourne to Flinders	2007	Cougar II	05h 42m 07s
Geelong Women Skippers & Navigators	2013	Calm	04h 24m 20s
Queenscliff to Burnie	1992	Wild Thing	16h 01m 42s
Melbourne to Stanley	2002	Kontrol	14h 36m 15s
Melbourne to Portland	1978	Apollo II	20h 10m 19s
Cock of the Bay (Rye Finish)	2002	Stratcorp 97	04h 42m 22s
Cock of the Bay (Blairgowrie Finish)	2010	Gusto	04h 40m 16s
Cock of the Bay (Blairgowrie, Multihull)	2019	Back in Black	03h 35m 23s
Melbourne to Hobart Westcoaster	2008	Shortwave	1d 17h 28m 59s
Melbourne to Hobart Eastcoaster (Rudder Course)	2007	eXtasea	3d 06h 39m 25s
Melbourne to Hobart Eastcoaster (Flinders Island)	2012	Goldfinger	2d 00h 08m 07s
Melbourne to Devonport	1998	Prowler	19h 32m 56s
Melbourne to Launceston	2012	Gusto	18h 55m 05s
Melbourne to King Island	2014	Primitive Cool	09h 50m 21s
Melbourne to Port Fairy	1984	Quasimodo	14h 26m 20s
Melbourne to Apollo Bay	1999	Kaos	05h 24m 04s
Melbourne to Vanuatu	2014	Alive	5d 23h 52m 45s
Vanuatu to Mackay	2006	Tevake II	5d 16h 35m 26s
Melbourne to Osaka	1995	Wild Thing	26d 20h 47m 06s

WEST OFFSHORE PRODUCTS COASTAL SPRINT RACES

COASTAL SERIES

ORCV OCEAN RACING

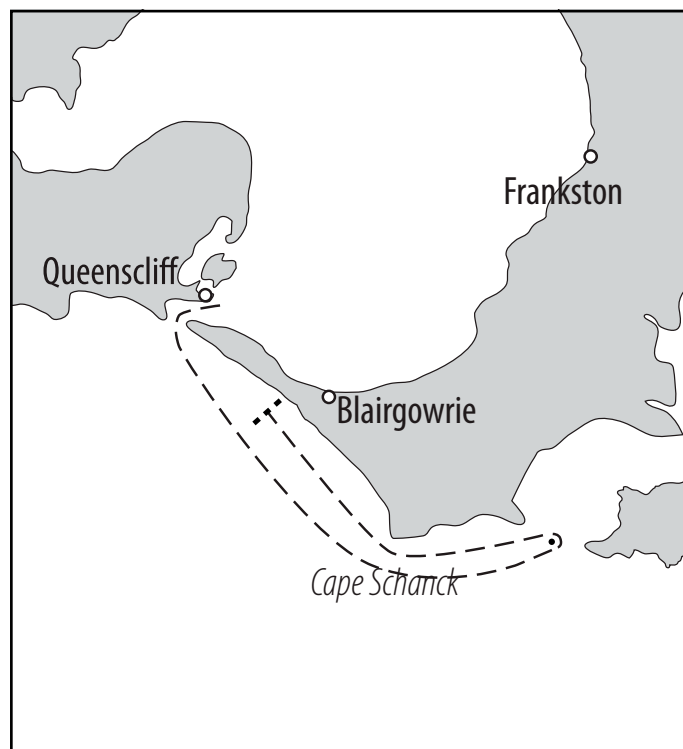
Ocean Race: ~55 nm (variable)

Race Starts:

3 races, refer to ORCV website for start dates and times.

Safety Category:

3



West Offshore Products Coastal Sprint Races is a new initiative from ORCV Sailing for the 2019/20 season in response to skippers wanting more Category 3 races. The West Offshore Products Coastal Sprint Races have been designed as short distance ocean sprints to provide a crew development pathway for longer ocean races and as a stand-alone coastal racing programme.

Each Coastal Sprint Race aims to have the skippers and crew home on Saturday evening. The races start off Queenscliff early on a Saturday and are all approximately 55 nm in duration, finishing at one of several locations close to but outside the entrance to Port Phillip.

These races offer a range of short coastal courses where each yacht race is approximately 25nm in a direction before returning to a virtual finish line off the Portsea Back Beach.

Future programming will include the Coastal Sprint Race 1 before commencement of summer racing to provide a crew work up race in the lead up to Stanley and the Christmas races.

The West Offshore Coastal Sprint races are Category 3 events, avoiding the substantial equipment upgrade cost required for Category 2 races. There are no requirements for HF radios, satellite phones, storm sails or liferafts for yachts under 12m. Yachts are to be fitted with a VHF Transceiver with international set channels 12, 16, 73 and 82.

The Coastal Sprint Races are also combined with the end of the season Apollo Bay Race to form the basis of the ORCV's Coastal Championship and Double Handed Coastal Championship awards.

Race Results 2020-2021

Race 1:	Wicked (Sm4)	M. Welsh
Race 2:	Rozinante II (R548)	A. Middleton
Race 3:	Alien (R880)	J. Brennan

MELBOURNE TO STANLEY RACE

STANLEY

ORCV OCEAN RACE

Ocean Race: 152 nm

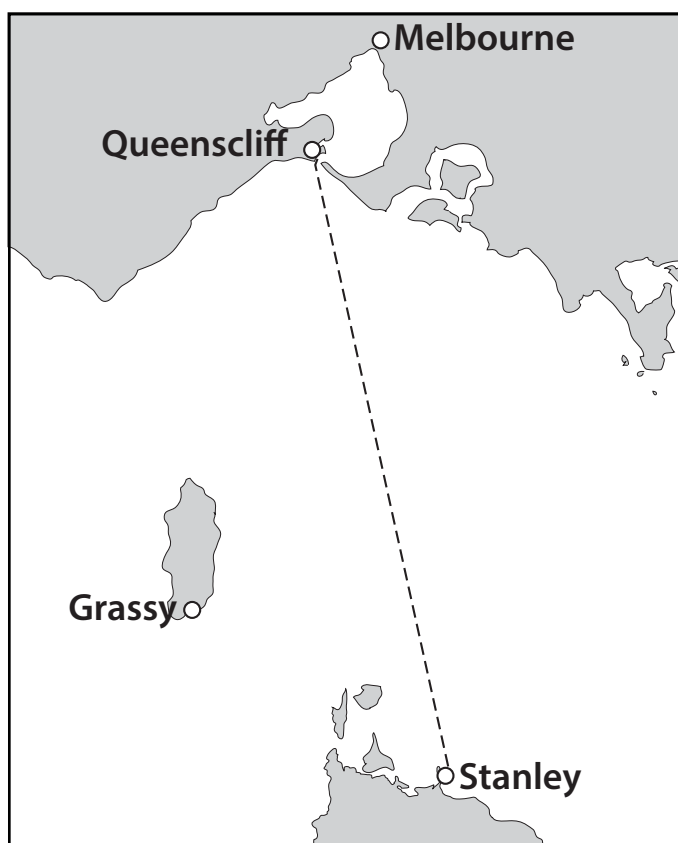
Race Start:

Queenscliff

30 October 2021

Safety Category:

2



The journey to Stanley is the traditional season-opening ocean race conducted by the ORCV. The race of 152 miles is held on the weekend before the first Tuesday of November, coinciding with the Melbourne Cup holiday.

The passage across Bass Strait finishes in the town of Stanley which is dominated by a huge basalt headland colloquially known as "The Nut". There is a safe harbour with ample berthing facilities and excellent hospitality provided by the local service clubs and community.

This race is a qualifying voyage for both the Melbourne to Hobart Westcoaster and the Sydney to Hobart race conducted by the CYCA. It is also part of the Offshore Championship and the 38 South Boat Sales Double Handed Championship.

Race Results 2018-2019

Note: Not run in 2020-2021 seasons

Line:	Lord Jiminy (S118)	G. Leroux
IRC:	How Bizarre (S13)	S. Robinson
AMS:	How Bizarre (S13)	S. Robinson
PHS:	How Bizarre (S13)	S. Robinson
DHD:		

Race Records

Race	Year	Yacht	Time
Melbourne to Stanley	2002	Kontrol	14:36:15
Melbourne to Burnie	1992	Wild Thing	16:01:42
Melbourne to Portland	1978	Apollo II	20:10:19

LATITUDE OCEAN RACE

LATITUDE OCEAN

ORCV OCEAN EVENT

Ocean Race: ~8 hours duration

Race Start:

Biennial Race

No start this season

Safety Category:

3



This event is the central plank of the innovative Beyond the Bay programme designed to help skippers and crews new to ocean racing get a taste of the open ocean. Each boat is allocated a latitude to which they must sail and return. Latitudes are allocated to boats based on their nominated handicap and the expectation that they will take about 8 hours to complete the course as a whole and about a tide cycle (6 hours) to return to Port Phillip Heads.

This event is part of the Latitude Series.

The required safety documentation is a Crew List and a Safety Check List.

Yachts must be fitted with a VHF Transceiver with international set channels 12, 16, 67, 73 and 82.

LATITUDE PURSUIT RACE

LATITUDE PURSUIT

ORCV BAY EVENT

Pursuit Bay Race: 30 nm

Race Start:

Biennial Race

No start this season

Safety Category:

5



This pursuit race is run the day after the Latitude Ocean Race as a fun event for yachts returning to Melbourne.

The event is sailed from Blairgowrie, where the Latitude Ocean Race will have finished the previous day, to Sandringham Yacht Club.

Yachts must be fitted with a VHF Transceiver with international set channels 12, 16, 67, 73 and 82.

This event is part of the Latitude Series.

COCK OF THE BAY



Bay Race: 34 nm

Race Start:

Station Pier

26 December 2021

Safety Category:

5



This hugely popular 34 nautical mile race down Port Phillip is held each year on Boxing Day and, with a course designed to sail past major Bayside locations, it is popular with sailors and spectators alike.

Some say there is no better way to work off the excesses of Christmas the day before. Besides being a great classic race in its own right, the event serves as a feeder for the blue water classics the Melbourne to Devonport Rudder Cup and Melbourne to Hobart Westcoaster races. It also is the first race in the Bass Strait Series and the Sovereign Series.

Yachts are to be fitted with a VHF Transceiver with international set channels 12, 16, 73 and 82.

Race Records

Race (Finish)	Year	Yacht	Time
Rye	2002	Stratcorp 97	04:42:22
Blairgowrie	2010	Gusto	04:40:16
Blairgowrie (Multi)	2019	Back to Black	03:35:23

Race Results 2020-2021

Line:	Extasea (G10007))	P. Bucholz
AMS : 1	Niche (Sm4000)	P. Jackson
AMS : 2	Xpresso (Sm6737)	A. Abrahams
AMS : 3	Himalayan Women (M69)	P. Dynes
IRC : 1	Niche (Sm4000)	P. Jackson
IRC : 2	Xpresso (Sm6737)	A. Abrahams
PHS : 1	Faster Forward (R6155)	M. Fahey
PHS : 2	Xpresso (Sm6737)	A. Abrahams
PHS : 3	Himalayan Women (M69)	P. Dynes
PHS 4:	Crowded House (8)	D. Lorimer

MELBOURNE TO HOBART WESTCOASTER

WESTCOASTER

MELBOURNE - HOBART
ORCV OCEAN RACE

Ocean Race: 435 nm

Race Start:

Portsea

27 December 2021

Safety Category:

2

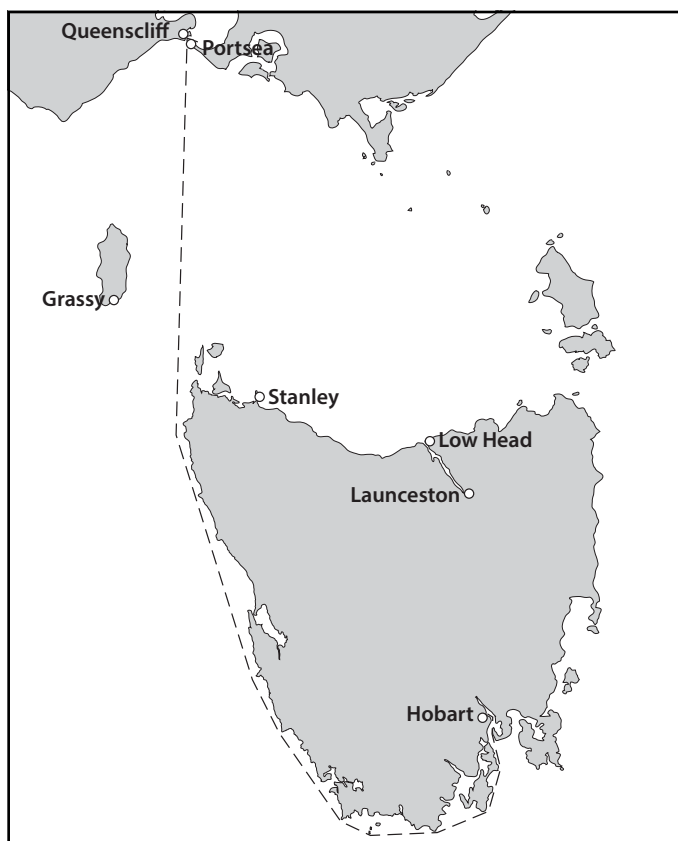
The Melbourne to Hobart Westcoaster is a blue water ocean racing classic of unusual challenge in which seamanship, navigation and tactical skills drive the race outcome. Skippers and crews face diverse conditions of sea state and tide uniquely associated with Bass Strait and the Southern Ocean plus wind conditions which normally include all points of sailing.

This diversity of racing conditions reinforces the integrity of the measurement handicap systems. Good boat preparation and a well found yacht are key requirements but there is little advantage to be gained from race specific yacht design and, as the past winner's list demonstrates, it's an open competition.

The Westcoaster is also one of the few blue water ocean racing classics open to Double Handed yachts and now, including short handed racing with autohelm plus a maximum of 4 crew competing head on against fully crewed yachts.

While the 435 nm course presents crews and boats with demanding conditions in Bass Strait and in the 200 nm passage down the West Coast to the rounding of Maatsuyker Island, where conditions can be nothing short of spectacular. It is also a race with an unblemished 48 year safety record.

The race's enviable safety record reflects the Clubs training programs, lead up races and experienced Race Management team, all supported by the attention of crews



and skippers to safety and boat preparation as they take up the Westcoaster Challenge.

The race is part of the Sovereign Series, the Offshore Championship and the 38 South Boat Sales Double Handed Championship.

Race Results 2019-2020

Note: Not run in 2020

Line:	Lord Jiminy (S118)	G. Leroux
AMS:	Archie (Sm35)	J. Sloan
IRC:	Archie (Sm35)	J. Sloan
PHS:	Soiree Bleu (R34)	D. Lithgow
DHD:	Climate Action Now (N11)	L. Blair

Race Records

Race	Year	Yacht	Time
Westcoaster	2008	Shortwave	1d 17:28:59

MELBOURNE TO DEVONPORT RUDDER CUP

DEVONPORT

RUDDER CUP
ORCV OCEAN RACE

Ocean Race: 195 nm

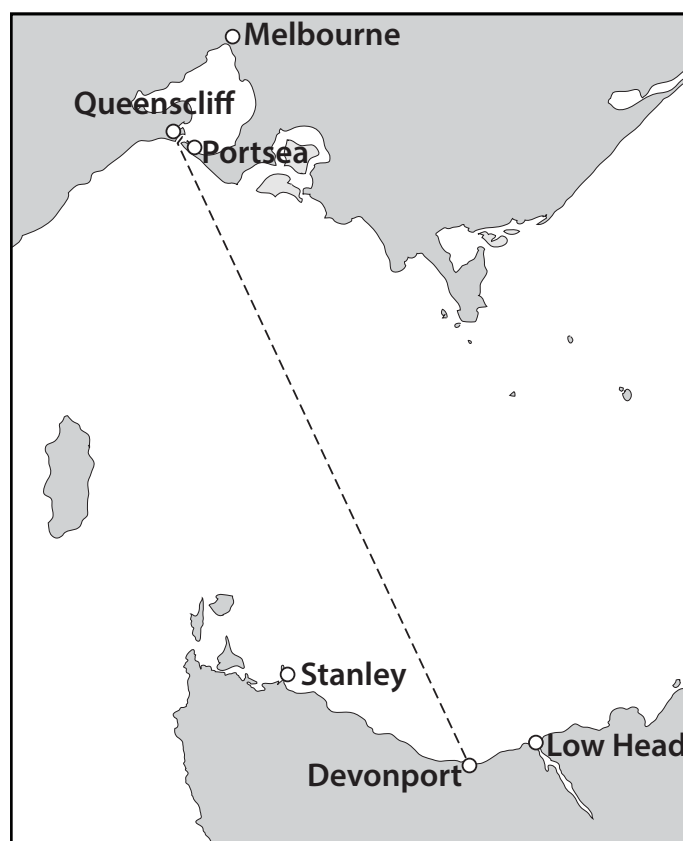
Race Start:

Queenscliff

27 December 2021

Safety Category:

2



In 1907, Thomas Fleming Day, editor of the American magazine "Rudder" wrote to his friend, the Commodore of the Geelong Yacht Club, T. A. Dickson, suggesting a race across Bass Strait to Tasmania in order to promote the sport of yachting. Day struck a trophy worth 60 guineas, a fortune at the time, as a prize for the winner. More than 100 years later, yachts are still racing across Bass Strait for the honour of winning the Rudder Cup.

The Rudder Cup is Australia's oldest ocean race and the 5th oldest organised ocean yacht race in the world, predating the Fastnet by 20 years and the Sydney to Hobart race by 4 decades. The inaugural race was run from Port Phillip Heads to Low Head at the mouth of the Tamar River, a distance of 198 nautical miles.

This first race was won by the 14.6m yawl *Thistle* skippered by Edgar Newland with a crew that included his wife and daughter. Conditions were reported to be very rough, so much so that Mrs Newland refused to relinquish the Rudder Cup so as to dissuade other yachtsmen from attempting such a dangerous race.

This original trophy came to light again in the 1960s when it was presented by Edgar Newland's son to the then Cruising Yacht Club of Victoria, now the ORCV, to be used again for the dash across Bass Strait.

Today, the trophy is still presented the winner of the Melbourne to Devonport race raced from Portsea across Bass Strait to the finish line at the entrance to the Mersey River.

Finishing yachts may then proceed up the Mersey to the marina at the Mersey Yacht Club for the final race in the Bass Strait Series and the post-race hospitality.

This race is part of the Bass Strait Series, the Offshore Championship and the 38 South Boat Sales Double Handed Championship.

Race Results 2020-2021

Line:	Lord Jiminy (S118)	G. Leroux
AMS:	RMS Cole Walker (Sm2024)	J. Cole & B. Walker
IRC:	RMS Cole Walker (Sm2024)	J. Cole & B. Walker
PHS:	Summer's Lease (AUS551)	G. Fitzgerald
DHD:	Joker on Tourer (MY1250)	G. Chipperfield

Race Record

Race	Year	Yacht	Time
Devonport	1998	Prowler	19:32:56
Launceston	2012	Gusto	18:44:05

MELBOURNE TO KING ISLAND RACE

KING ISLAND

ORCV OCEAN RACE

Ocean Race: 114 nm

Race Start:

Queenscliff

11 March 2022

Safety Category:

2



While the race to King Island is one of the shorter ocean races, it presents some unique navigational challenges. Far from being a pushover, this race is one of the hardest to get right given the currents around King Island.

The race is often won or lost in the concluding stages depending on where yachts make their landfall. Big gains and losses can occur due to wind and tidal influences on the approach to Grassy Harbour.

The harbour offers a safe anchorage in all weathers and the legendary hospitality of the King Island Boat Club. The steak sandwiches alone are worth the trip.

This race is part of the Offshore Championship and the 38 South Boat Sales Double Handed Championship.

Race Results 2020-2021

Line:	Extasea (G10007)	P. Bucholz
AMS:	White Noise (Sm1245)	D. Edwards
IRC:	White Noise (Sm1245)	D. Edwards
PHS:	White Noise (Sm1245)	D. Edwards
DHD:	Saltair (R410)	S. Allard

Race Records

Race	Year	Yacht	Time
King Island	2014	Primitive Cool	09:50:21

MELBOURNE TO PORT FAIRY RACE

PORT FAIRY ORCV OCEAN RACE

Ocean Race: 135 nm

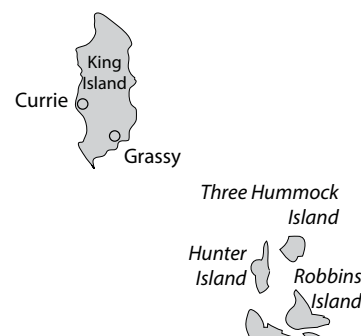
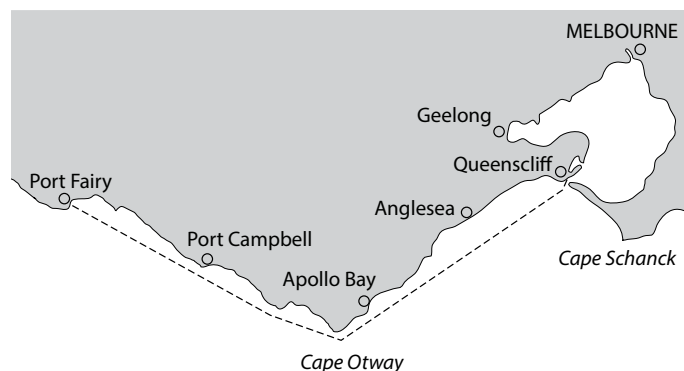
Race Start:

Queenscliff

15 April 2022

Safety Category:

2



Traditionally held over the Easter holiday, the race to the historic and picturesque western district town of Port Fairy is one of three coastal races conducted by the club.

The 135 mile course is often a race in two parts. The first takes competing yachts south-westwards past the coastal resorts of Torquay, Anglesea, Lorne and Apollo Bay before rounding the rugged Cape Otway. The second part is from Cape Otway to the finish line where it is often possible to ease sheets for a reach or run.

All weather berthing is available in the Moyne River except for deep draft yachts which can anchor in the sheltered Bay. Excellent hospitality and meals are provided by the Port Fairy Yacht Club at the completion of the race.

This race is part of the Offshore Championship and the 38 South Boat Sales Double Handed Championship.

Race Results 2020-2021

Line:	Carrera S (AUS49005)	G. Cantwell
AMS:	Carrera S (AUS49005)	G. Cantwell
PHS:	Carrera S (AUS49005)	G. Cantwell
DHD:	Maverick (Sm3600)	A. Hammond

Race Record

Race	Year	Yacht	Time
Port Fairy	1984	Quasimodo	14:26:20

MELBOURNE TO APOLLO BAY RACE

APOLLO BAY

ORCV OCEAN RACE

Ocean Race: 52 nm

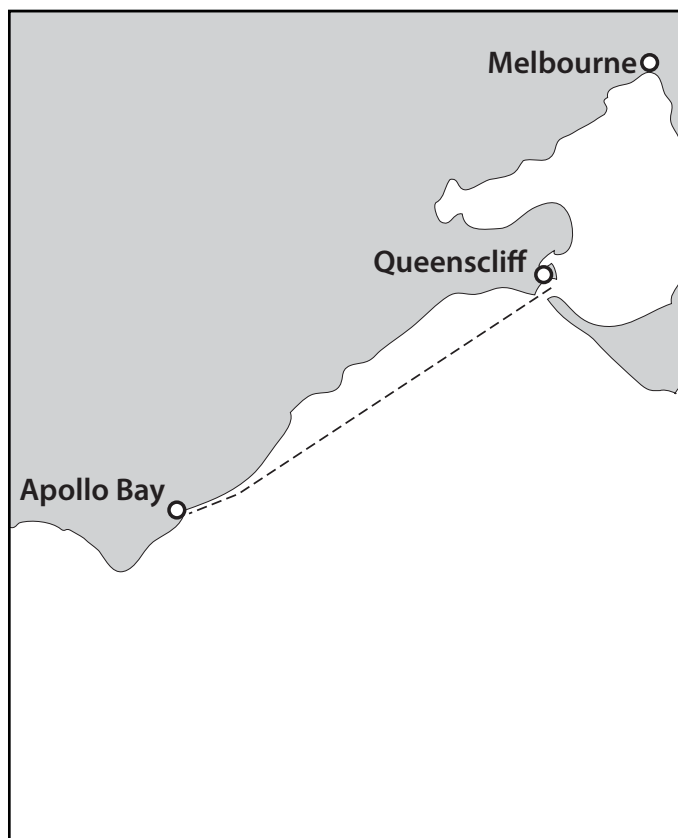
Race Start:

Queenscliff

16 May 2022

Safety Category:

3



A short coastal race starting off Queenscliff, going out of Port Phillip Heads before turning west to follow the coast to Apollo Bay. As the concluding race on the summer racing calendar, the 52 mile dash to Apollo Bay often decides the Ocean Racing Championship. It is also an ideal race for those new to ocean racing with its shorter length and proximity to the coast.

The race is often won or lost by navigators and tacticians in their decisions to sail a seaward course or hug the shoreline in search of better breeze but with the prospect of strong tidal flows around capes and headlands.

Berthing is available in the Apollo Bay marina and there are excellent facilities in the town but the entrance to the harbour can be difficult when large seas are running. Dredging of the harbour was suspended in 2017 – 18 due to an environmental problem but has since been resumed and no draft issues have been experienced recently.

The Apollo Bay race first ran on the 26 December 1954 making 2023 the 70th Apollo Bay Race.

Race Results 2020-2021

Line:	Goggo (G7007)	W. Newman
AMS:	Alien (R880)	J. Brenan
ORCC:	Patriot (Sm133)	J. Close
IRC:	How Bizarre (S13)	S. Robinson
PHS:	Goggo (G7007)	W. Newman
DHD:	Saltair (R410)	S. Allard

Race Record

Race	Year	Yacht	Time
Apollo Bay	1999	Kaos	05:24:04

DOUBLE HANDED RACE

DOUBLE HANDED

ORCV BAY RACE

Bay Race: 24 nm

Race Start:

Brighton

5 May 2022

Safety Category:

6



Sailed on a course on Port Phillip off Brighton, this event provides a challenge to those who wish to test themselves in a shorthanded sailing format, as well as providing valuable training for those who are contemplating participating in the short-handed category of longer races conducted by the club.

As well as competing individually, competitors may form teams to compete for a team's trophy.

Yachts are to be fitted with a VHF Transceiver with international set channels 12, 16, 73 and 82.

Race Results 2020-2021

Line (DH):	Cadibarra 8 (SM420)	P. Roberts
Line (4+):	Vertigo (R395)	T. Olding
AMS:	Surprise (Sm63)	J. Russell
IRC	Executive Decision (R1121)	W. Sheers
ORCC	Surprise (Sm63)	J. Russell
PHS:	Surprise (Sm63)	J. Russell

Entire Teams Trophy 2021

SYC 1	RMS Cole Walker	Walker/Cole
	Xenia	K. Theron
	Maverick	Smallman/Smallman
	Alex Team Macadie	J. Macadie

Training





In pursuing the ORCV objective of developing and expanding the sport of ocean sailing and racing, we conduct training and education courses in order to satisfy prescribed sailing requirements, transfer accumulated skills and knowledge of our members, provide practical and hands on training with equipment and supply education in areas of application relevant to blue-water sailing.

All ORCV training activities specifically relate to ocean sailing and racing, particularly where there may be barriers to entering this domain. They are designed to provide supplementary training, which compliments other available sailing training from commercial training organisations.

We not only aim to help participants satisfy prescribed safety requirements, we hope to transfer years of accumulated skills and knowledge, providing the opportunity for practical, hands on experience with the latest equipment and technology. By participating in analysis of incidents, we integrate lessons learned together with consideration of new safety technology and innovations. Our training program also includes a number of "supplementary" practical courses, designed to be undertaken in conjunction with commercial training courses such as practical radio and navigation.

ORCV training activities specifically relate to ocean sailing, both cruising and racing. We try to help people new to ocean sailing, providing knowledge and the support needed to go "Beyond the Bay". Aimed at those new to ocean sailing, this course has proven very popular again this year.

The ORCV Training Program includes.

- Australian Sailing Safety & Sea Survival Course
- Beyond the Bay- includes Latitude Events
- Rip Tour of Port Phillip Heads
- Weather - Modular Offering
- Navigation Courses
- plus Radio and Bowman courses from time to time.

Depending on demand and the annual racing calendar, we may also run the following courses. They are typically run prior to a major race such as the Melbourne to Osaka or Melbourne to Vanuatu races:

- Long Distance Ocean Racing Seminars
- First Aid Supplement for Offshore Sailing

A calendar of upcoming courses and seminars can be found on the website:

<https://www.orcv.org.au/calendar/orcv-training-calendar>

Consider becoming an ORCV member and advantage of membership benefits immediately on all course payments.

In addition to the above courses, the ORCV is constantly reviewing and improving its courses for members. Please contact us with your suggestions and comments; we value your input.

Training would not be possible without the support of our volunteers. The training course instructors and assistants are all volunteers, we say thank you to all involved, your assistance is appreciated and valued.

AUSTRALIAN SAILING SAFETY & SEA SURVIVAL COURSE

There have been a number of offshore incidents over the years. Whilst tragic, we continue to learn from them and improve. A key way to impart that knowledge is the Safety & Sea Survival Course (SSSC).

The popular biennial Fastnet race, first held in 1925 in the Irish Sea and run by the Royal Ocean Racing Club (RORC) is one of the world's great ocean races. A severe storm during the 1979 race resulted in the deaths of 17 competitors and the loss or abandonment of 23 yachts. This led to a major overhaul of the rules and the equipment required for offshore sailing.

In the annual Sydney to Hobart Yacht Race of 1998, fierce storms and violent winds battered the fleet with the loss of six sailors and five yachts with a total of 55 sailors being rescued. A subsequent coroner's inquest made a number of recommendations, which have been adopted into the Australian Sailing Special Regulations and SSSC course content.

At least 50% of the crew, including the skipper when racing in a Category 1, and at least 30% for Category 2 shall hold a current Safety and Sea Survival Course certificate of competence. The ORCV has increased the requirement to 50% for Category 2 events (100% when sailing Double Handed). It is strongly recommended that for both categories of races all crew members undertake the course as well as crews of major delivery or cruising passages.

Regardless of requirements, the ORCV considers the course a key prerequisite for ocean racing and ocean cruising. Learning about boat preparation, crew preparation, safety equipment and how to prepare for severe conditions, builds personal competence, confidence and team responsibility for safety.

All who are planning to spend time on a boat in open water will find this course stimulating and enlightening. It is not only of interest to sailors but also helps shore crew to understand the safety requirements of offshore sailing and the search and rescue process in the event of emergencies.



SSSC ORCV TRAINING

The ORCV offers for those needing to renew their certificate a shorter "refresher" course, with more a focus on case study analysis. Those participating revisit the practical basics with liferaft, lifejacket, flares and other hands on exercises. The refresher course has an online theory component, some classroom and then a pool and flare practical.

Outcomes

- To assist offshore skippers and crews in developing an awareness of their individual and team responsibilities;
- To offer and discuss practical strategies for coping with emergencies at sea;
- To familiarise skippers and crews with the available safety and emergency equipment, its purpose, deployment and use.

An SSS Certificate will be issued by Australian Sailing to successful candidates, valid for a period of five years.

Full Course Outline

The full course is conducted over a period of at least 16 hours delivered in a number of separate sessions. Sessions include theory workshops, a flare drill practical and a wet drill in the water. The theory component of the syllabus comprises:

- Yacht preparation
- Crew preparation
- Racing
- Introduction - Causes of marine emergencies
- Principles of survival
- Personal lifesaving appliances
- Areas of risk and emergencies
- Abandoning ship
- Search and rescue
- Use of pyrotechnics
- Fire prevention and fire fighting
- Emergency communications
- First aid and early management of injury or illness
- Duty of care

The wet drill practical will be held in a local swimming pool. Wearing your full wet weather gear and lifejacket, you will complete a number of drills individually and in teams which will include:

- Man overboard drill
- Inflating your personal flotation device (PFD)
- Testing your PFD
- Swimming techniques
- Conserving heat
- Teamwork
- Retrieving and donning life jacket while in the water
- Righting an upturned liferaft
- Entering a liferaft unassisted
- Contents of the survival kit
- Retrieving crew with a throwing line

A final session returns to the classroom to complete and review the theory and for the exam.

Prerequisites

Participants should have a reasonable level of fitness to enable them to complete the wet drill and other physical activities. Participants who have any concerns or those who have special needs should discuss them with the ORCV office. We are practical and inclusive, often integrating those special needs into the exercises as a learning outcome for others.

Those attending the refresher will be required to complete the theory, exam and pre reading prior to attending in person and are expected to have offshore experience since their previous course.

Course Materials

A Student Resource Pack will be provided.

Gloves and protective eye wear for the Flare Drill will be provided.

Assessment

Theory Exam: 80% pass mark;

Demonstrated practical competency (wet and flare drills)

What To Bring

Theory Segments

- Notebook and pens
- Australian Sailing Special Regulations (if you have them)
- Examples of current Standard Operating Procedures (SOPs) used on vessels you have set to sea on, as well as experiences to share with other attendees.

Wet Drill

- Full 3-layer ocean clothing (inner thermal layer, mid layer and outer ocean wet weather gear layer) and sea boots. Wash all clothing including wet weather gear before hand and empty all pockets
- Australian Sailing approved life jacket as per Special Regulations, check for currency and compliance with standards
- Harness, if separate from life jacket and tether
- Remove the gas bottle from inflatable life jacket if you wish to inflate manually
- Crotch strap
- Towel
- Do NOT bring Dye Marker or Strobe

Please Note: For the Flare Shoot you must wear closed shoes and appropriate clothing. We supply protective gloves and goggles. Flares are dangerous and become very hot and can sometimes give off sparks in different directions. Dressing appropriately will help you to avoid accidental burns.

More Information

Refer to the ORCV website (www.orcv.org.au) or contact the ORCV Office by phone on (03) 9689 1622 or email (orcv@orcv.org.au).

We recommend that you prepare for this course as you would for an ocean voyage and that you have an early night the day before and avoid alcohol.

BEYOND THE BAY

The “Beyond the Bay” program provides participants, typically new to offshore sailing, with the knowledge, skills and the opportunity to safely travel beyond Port Philip Bay. Unlike other training and racing programs, the Beyond the Bay program is primarily focused on cruisers and those new to ocean racing. The Beyond the Bay program leverages off and includes the previous Latitude Mentoring Seminars.

Through discussions with numerous boat owners, who share a desire for venturing out Beyond the Bay but lacked the opportunity, experience or confidence to do so, the ORCV tapped into a real need in the sailing community. This program is run periodically and runs over several months.

Outcomes

Following the program, participants will have gained knowledge and skills in boat preparation, crew preparation, night sailing, provisioning, watch systems, basic navigation, practical radio and weather.

Mentoring is used to supplement the training sessions, allowing participants to gain more in-depth, one-on-one coaching and advice. Knowledge and skills will then be tested through two on water events, one overnight in the bay and one daylight event conducted outside the Port Philip Heads (the Latitude event).

Upon completion, participants will “graduate”, being awarded their Beyond the Bay polo shirt.



Course Outline

- A series of theory sessions
- Program introduction, boat and crew preparation and safety gear
- Crew management, watch systems, night sailing, operating procedures and training
- Practical hands on marine radio workshop including on shore tracking and AIS

BEYOND THE BAY ORCV TRAINING

- Weather introduction, provisioning, overnight challenge TopYacht entry, preparing for a safety audit
- More Weather plus tides and basic navigation
- Mentoring
- Preparation for, and on water support for two on water events:
- Winter Series Passage races to Blairgowrie and Geelong
- Latitude Races

Prerequisites

There are no formal prerequisites but participants will be expected to be experienced sailors (e.g. know the basics of trimming and boat handling). Participants with some night sailing or offshore sailing experience will naturally gain more from the program than those who have not.

Materials

Participants will have access to all course slides, documents and useful links on the Beyond the Bay web site.

Presenters and Assistants

Presenters will be ORCV endorsed training presenters, all skippers/watch leads with 10+ years of ocean racing experience. Assistants will be ORCV volunteers who are experienced with the aspects of course instruction they are dealing with.

Assessment

There are a number of homework exercises which can be assessed by Beyond the Bay presenters. Mentors will participate in the on-water events and will give practical advice. Those who complete five events including the Latitude Challenge will be considered to have completed the program and earn a graduation shirt.

More Information

Refer the ORCV website (www.orcv.org.au) or contact the ORCV Office by phone on (03) 9689 1622 or email (orcv@orcv.org.au).

RIP TOUR OF PORT PHILLIP HEADS

The ORCV conducts a regular practical tour of the entrance to Port Phillip with expert commentary by experienced offshore navigators and yachtsmen.

This practical, on water “show and tell” of Port Phillip Heads will appeal to all yachties and their families, the fishing and boating public and those with an interest in the history of the area. So pack a picnic and enjoy this day of discovery.

“The Rip” or “The Heads” is the narrow entrance to Port Phillip and the only access for shipping to the ports of Melbourne and Geelong. More than 4,000 commercial vessels transit this gateway annually where underwater reefs limit the navigable entrance to just one kilometre.

This narrow entrance restricts the tidal range within Port Phillip Bay, which creates a difference in the relative water levels inside and outside Port Phillip. Consequently, at about the time of high and low water at Port Phillip Heads, the inward and outward streams run at their strongest, creating a “bathtub” effect.

For low-powered boats, the underwater topography, volume of traffic and tidal streams makes Port Phillip Heads one of the most dangerous port entrances in the world.

The sailing master of any yacht entering an ORCV race for the first time needs to have demonstrated an understanding of navigation protocols at Port Phillip Heads, either from experience within the last six months or by completing this course.

Outcomes

To increase the safety of boating enthusiasts, particularly yacht racers, planning to transit Port Phillip Heads. To familiarise and inform participants about the navigational aids and entry/exit procedures at the Heads, including:

- Knowledge of safety procedures
- Identification of navigational aids
- Familiarisation of the leads
- Use of safe water channels
- Understanding radio protocols
- Awareness of expected inbound and outbound traffic and obligations
- Confidence traversing The Rip under sail
- Day and night identification of leads and tidal flow
- Weather conditions and their effect on tidal streams

Course Outcomes

Estimated duration is about 3 hours. Boarding and disembarkation at both Sorrento or Queenscliff. Times will vary depending on tides, they will be communicated to participants prior to booking. After boarding, the vessel motors towards Draper’s Reef. Instruction by experienced offshore navigators and yachtsmen then covers:

RIP TOUR ORCV TRAINING

- Underwater topography
- Points of interest
- Major channel beacons and navigational aids
- Traffic data and radio protocols
- Queenscliff lead lights and shipping channels
- Tides and tide signals

Commentary will describe favourable conditions and when to anticipate dangerous situations so these may be avoided. You will hear about the patterns in tidal flow, how to set up safely for both inwards and outwards transits and correct channel protocols.

You will traverse the leads under Shortland Bluff and if the tide is running, depending on traffic, there may be the opportunity to venture seawards to view the effects of “The Rip” before returning to disembark at Sorrento pier.

Prerequisites

There are no prerequisites for this course.

Materials

Attendees receive an informative wall chart containing a summary of much useful information concerning the Rip.

Assessment

There is no formal assessment for this course.

What to Bring

- Weather appropriate clothing and nonslip footwear
- Lunch (barbeques available at various shore locations)
- Binoculars (optional)
- Life jackets will be available on board
- Snacks and refreshments available on board

More Information

Refer the ORCV website (www.orcv.org.au) or contact the ORCV Office by phone on (03) 9689 1622 or email (orcv@orcv.org.au).

WEATHER - MODULAR OFFERING

No sailor should be ignorant of the weather. It is without doubt one of the most complex areas affecting navigation and safety and one evolving rapidly from a technology perspective. The ORCV offers a modular approach to weather training, allowing participants to choose a program suited to them.

We have taken the previous concept of “Basic vs Advanced” one step further, creating a modular course based on its application (bay, coastal or off shore). The course builds on concepts, terminology and weather theory, providing the opportunity for hands on exercises and an overview of the latest weather related technology.

Outcomes

Following the course, participants will be able to:

- Source weather forecast information
- Interpret and analyse weather forecast information
- Apply weather forecasts to navigation and journey planning
- Observe clouds and weather related information while en route
- Consider observations and their affect on navigation and journey planning
- Course Outline
- This course is composed of:
 - Definitions and fundamentals
 - Enclosed waters
 - Coastal waters
 - Trans Ocean

The course covers fundamental concepts such as global weather patterns, upper atmosphere effects, pressure patterns, current, waves and localised effects. It will look at how the weather works, what information sources are available, how to read weather maps and some practical hands on exercises.

The course also includes presentation of technology options ranging from Weatherfax to GRIB files and Internet based forecasts plus Navigation software utilising weather routing. From Bass Strait to the tropics, the weather course



WEATHER ORCV TRAINING

will look at varying conditions likely to be experienced.

Prerequisites

There are no prerequisites for the first two modules, just a healthy interest in understanding your environment while you enjoy blue water yachting. If you are planning to attend modules two and three, we will expect you to have completed the modules prior and to have some ocean sailing experience.

Materials

A modular “Student Resource Pack” will be provided. Participants are encouraged to bring along their own weather sources, resources and questions.

Presenters

The course was developed and delivered by Robin Hewitt and Andrew Roberts. The lead presenter is Robin Hewitt, a legend amongst the ocean racing community. Robin is extremely knowledgeable about weather, having built the course after many years presenting weather related training. Supporting presenters will be ORCV endorsed training presenters, mostly skippers/watch leads and/or navigators with 10+ years of ocean racing experience.

Assessment

Several workshop style exercises will be provided and reviewed throughout the course.

More Information

Refer the ORCV website (www.orcv.org.au) or contact the ORCV Office by phone on (03) 9689 1622 or email (orcv@orcv.org.au).

PRACTICAL NAVIGATOR

A fundamental part of the experience required to safely venture out off shore is the ability to navigate. While there are courses offered in coastal navigation, the ORCV recognised that the role of the Navigator was broader than just determination of bearings and distance.

With technology evolving so fast, we recognise the risk of “false precision”, that is impressive computerised navigation equipment fooling people into a sense of complacency. There have been major incidents (e.g. Vestas Wind in the recent Volvo race) where even highly experienced navigators have made these mistakes.

Starting with Navigation first principles (paper charts, latitude & longitude and bearing & distance), we move to GPS technology and more importantly route planning. We cover the impact of weather and tides on navigation as well as safe havens, we cover the key GPS data to watch, observations and hazard avoidance.

Outcomes

For participants to be able to:

- explain the role of a navigator on a cruising or racing yacht,
- determine and communicate their position, while at sea,
- plan and communicate a safe route of travel, bearing in mind voyage objectives, crew experience and potential risks.

Prerequisites

There are no pre-requisites but participants who have some exposure to navigating and navigation equipment such as marine GPS will gain much more from the course than those who have not.

NAVIGATION ORCV TRAINING

Assessment

Participants will gain feedback on homework exercises.

More Information

Refer the ORCV website (www.orcv.org.au) or contact the ORCV Office by phone on (03) 9689 1622 or email (orcv@orcv.org.au).



2021-2022 Racing Schedule

RACE SUMMARY

Race	Date	Start	Finish	Distance	Cat
West Offshore Products Coastal Sprint Series Race 1	27/11/2021	Queenscliff	Portsea Coast	~55 nm	3
Cock of the Bay	26/12/2021	Port Melbourne	Blairgowrie	34 nm	5
Melbourne to Hobart Westcoaster	27/12/2021	Portsea	Hobart	435 nm	2
Melbourne to Devonport Rudder Cup	27/12/2021	Portsea	Devonport	195 nm	2
West Offshore Products Coastal Sprint Series Race 2	12/02/2022	Queenscliff	Portsea Coast	~55 nm	3
50 th Melbourne to King Island Race	11/03/2022	Queenscliff	Grassy	114 nm	2
Melbourne to King Island Rally	11/03/2022	Queenscliff	Grassy	114 nm	3
Melbourne to Port Fairy Race	15/04/2022	Queenscliff	Port Fairy	132 nm	2
Melbourne to Port Fairy Rally	15/04/2022	Queenscliff	Port Fairy	132 nm	3
West Offshore Products Coastal Sprint Series Race 3	23/04/2022	Queenscliff	Portsea Coast	~55 nm	3
Double Handed Race	01/05/2022	Brighton	Brighton	24 nm	5
Melbourne to Apollo Bay Race	14/05/2022	Queenscliff	Apollo Bay	52 nm	3
Winter Series Race 1	25/06/2022	Brighton	Brighton	Variable	5
Winter Series Race 2 - Blairgowrie	09/07/2022	Brighton	Blairgowrie	Variable	5
Winter Series Race 3	23/07/2022	Brighton	Brighton	Variable	5
Winter Series Race 4 - Geelong	20/08/2022	Brighton	Geelong	Variable	5