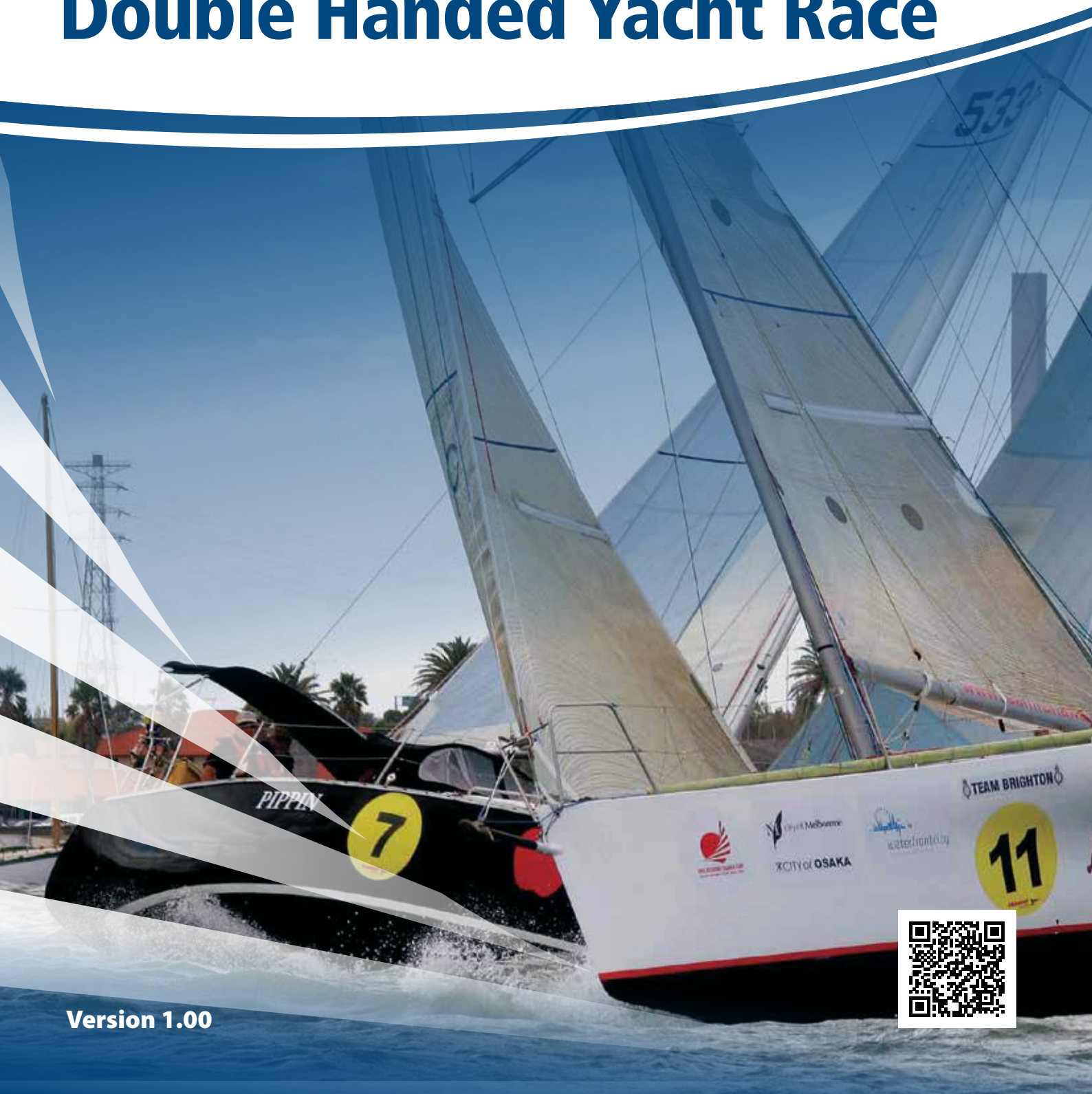




MELBOURNE OSAKA CUP
2018
Double Handed Yacht Race

Sailing Instructions

2018 Melbourne to Osaka Double Handed Yacht Race



AMENDMENTS

Number	Instructions Changed	Summary of Amendment

SAILING INSTRUCTIONS

THE 2018 MELBOURNE TO OSAKA DOUBLE HANDED YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP, BASS STRAIT, THE TASMAN SEA, THE CORAL SEA, THE NORTH PACIFIC OCEAN AND OSAKA BAY. THE RACE IS ORGANISED AND CONDUCTED BY MELBOURNE OSAKA DOUBLE-HANDED YACHT RACE LIMITED (THE ORGANISING AUTHORITY [OA]). MEMBERS OF MELBOURNE OSAKA DOUBLE HANDED YACHT RACE LIMITED ARE THE SANDRINGHAM YACHT CLUB (SYC), THE OSAKA HOKKO YACHT CLUB (OHYC) AND THE OCEAN RACING CLUB OF VICTORIA (ORCV).

1. RULES

1.1 The rules for the race shall be:

- the 2017 – 2020 Racing Rules of Sailing (RRS) of World Sailing (WS),
- the Prescriptions and Special Regulations of Australian Sailing (AS),
- the Special Regulations of the ORCV,
- as applicable the rules and regulations of the Australian Measurement System (AMS) and IRC Rules Parts A, B and C, and
- the Notice of Race

except as amended by these Sailing Instructions.

1.2 All times in these Sailing Instructions are Australian Eastern Standard Time (AEST), timezone UTC+10, unless otherwise stated. However, Victoria and New South Wales are on Daylight Saving Time (UTC+10 plus one hour) until Sunday, 1 April 2018. Local times specified during this period will be noted as Australian Eastern Daylight Time (AEDT).

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 If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the event website (www.melbourneosaka.com). All crew will be notified by SMS and/or email when a notice is posted.

3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any changes to the Sailing Instructions will be posted on the event website (www.melbourneosaka.com) before 0800 AEDT on the day of the race start.

3.2 Amendments to the Sailing Instructions shall also be advised to competitors at the Race Briefing, by SMS, by email or by radio as detailed in *Appendix A - Race Communications*.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the flagstaff in front of the Blairgowrie Yacht Squadron clubhouse and may also be displayed on a flagstaff on Portsea Pier.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 2 hours' in the race signal AP.

5. CLASS FLAG

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

6. THE START

6.1 There may be multiple starts for yachts subject to their handicaps.

6.2 The warning signal for the race may be displayed at the times given below (6.3) in the vicinity of Portsea Pier, always allowing the Race Committee at their discretion to postpone to another time.

6.3 Warning times for various start dates are as follows:

- 18 March 2018 - 1455 AEDT (Earliest Start)
- 25 March 2018 - 1355 AEDT (Main Start)
- 1 April 2018 - 1355 AEST (Last Start)

Warning signal times for any separate starts will be advised.

6.4 The Starting Line shall be between the signal mast displaying an orange flag on the committee vessel at the starboard end of the line and the navigational beacon on the Portsea Pier at the port end. A pink inflatable crowding buoy may be laid in the vicinity of the committee vessel.

6.5 Races will be started in accordance with RRS 26, except that flares will be used in lieu of some sound signals. Times shall be taken from the flag signals; failure of the flare or sound signals shall be disregarded.

T Warning Signal (as per 6.3)
ORCV Burgee displayed, White flare

T+1 Preparatory Signal
Code flag P displayed, White flare

T+4 One Minute Signal
Code Flag P removed, Long horn sound

T+5 Starting Signal
ORCV Burgee removed, Green flare

Where *T* is the time of the warning signal for the given day.

6.6 Individual recalls shall be signaled by displaying Code Flag 'X' and, in addition, one white flare may be fired. Premature starters may be identified on VHF Channel 12 (see *Appendix A - Race Communications*). There will be no General Recall. This amends RRS 29.1 and 29.2. Any yacht which fails to comply with an individual recall shall have 60 minutes added to her elapsed time.

6.7 When the committee vessel is on station, after the preparatory signal and before correctly starting:

- Any yacht touching the crowding buoy or passing from the pre-start side of the starting line to the course side between the crowding buoy and the committee vessel shall return to the pre-start side of the line by passing to the course side of and around the committee vessel before starting correctly.
- Any yacht passing from the course side to the pre-start side of the starting line between the crowding buoy and the committee vessel shall have 60 minutes added to her elapsed time.

6.8 For the purpose of premature starters returning to start correctly or late starters arriving in the start area, if the committee vessel is no longer on station at the starting line, the crowding buoy shall be deemed to mark the starboard end of the starting line.

6.9 Postponements shall be signaled by displaying the Answering Pennant and one white flare may be fired. An announcement may be made on VHF Channel 12 (see *Appendix A - Race Communications*). This amends RRS 27.3.

One minute before the postponed starting sequence commences, the Answering Pennant shall be lowered and one white flare may be fired. This amends RRS 27.3.

6.10 Yachts may elect to start at any time up to 168 hours after their starting signal. 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 these Sailing Instructions. Elapsed times shall be taken from the Start signal.

7. THE COURSE

7.1 Yachts shall start in a North Westerly direction to pass through Port Phillip Heads and thence to the finish line in the Port of Osaka, Japan.

7.2 When passing through Port Phillip Heads, yachts shall:

- Leave to port a virtual buoy at S38° 16.90' E144° 38.9', off Shortland Bluff.
- Keep out of the area bounded by the following locations:

A (Shortland Bluff) at S38° 16.90' E144° 38.90'

B (Heads Exit) at S38° 17.95' E144° 37.76'

C (Channel Clearing) at S38° 18.50' E144° 36.80'

D (Big Rock) at S38° 18.00' E144° 38.67'

Yachts that sail within the bounds of this obstruction will receive a penalty to be determined by the International Jury.

7.3 When entering Osaka Bay, yachts shall pass between Hino-Misaki and Ishima Island and then pass through the Yuraseto (see *Appendix C - Approaches to Osaka Bay*).

7.4 After passing through Yuraseto, a yacht shall leave the Lighted Buoy off the Sumoto Coast (N34° 21.03' E135° 00.05') to port.

8. THE FINISH

8.1 The finishing line shall be between the pole hoisted at the Observatory Building on North District, North Harbour (N34° 40.1' E135° 23.9') and the Nakajima Kawa No.4 Light Buoy (colour: light red) (N34° 40.56' E135° 23.56').

8.2 Since the water close to the shore in front of the Observatory Building is shallow, an inner limit mark will be set up on the finish line to warn competitors. Yachts finishing must pass between the inner limit mark and the No. 4 buoy. The limit mark is a yellow pillar-shaped buoy. (See *Appendix D - Osaka Finish*).

- 8.3 An outer limit mark is shown on the finish diagram (see *Appendix D - Osaka Finish*). This may also be in place. If the outer limit mark is in place, this shall be left to port.
- 8.4 The pole on the shore will display the Ensign of Japan Sailing Federation – Osaka Hokko Yacht Club (OHYC) in daytime and a blue flashing light (120 rotations/min) at night.
- 8.5 The finish line will be manned for 14 days after the arrival of the first yacht. After that time finishers shall record their own times.
- 8.6 Yachts approaching the finish line are required to report their positions as described in *Appendix A - Race Communications*.
- 8.7 Yachts finishing shall follow the instructions of an OA boat with an indication of “Escort Boat”. Retired yachts also shall follow the instructions of an OA boat.
- 8.8 Each yacht is required to lodge a declaration on the form provided in *Appendix F - Race Declaration* with an official of the OA or OHYC within 12 hours of the yacht finishing the race. Failure to comply shall be taken to mean that the yacht has retired from the race.
- 8.9 If a skipper is uncertain as to whether a rule has been breached, the circumstances should be recorded on this declaration form.
- 9.5 The date, time and venue for a protest hearing will be posted on the Notice Board at the SYC, BYS and/or OHYC at least 6 hours before the hearing. Affected parties will be advised by phone or SMS.
- 9.6 All requests for redress involving the official time sheet must be submitted within 4 hours of posting of the results.
- 9.7 The International Jury shall not be entitled to abandon the race as a consideration for redress (This amends RRS 64.2).

10. PENALTY SYSTEM

- 10.1 The International Jury 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.
- 10.2 The following penalties shall be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS) at the discretion of the International Jury:
 - For a minor infringement – 15 minutes
 - For a significant infringement – 60 minutes
 - For a serious infringement – the penalty will rest with the international jury and may result in a time penalty or disqualification
- 10.3 All penalties shall be noted on the time sheet and shall be applied to finishing times. Yacht positions will be adjusted after penalties have been applied. (This complements RRS 64.1 and amends RRS 44.3).
- 10.4 Missing two consecutive Routine Schedules as described in *A6. Routine Schedules* will be subject to the penalty provisions of clause 10.2.

11. SAFETY REGULATIONS

- 11.1 The Safety Category and regulations are as set out in the Notice of Race.
- 11.2 Yachts shall keep clear of all 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*. Similar rules apply in the Port of Osaka.
- 11.3 Ships are restricted in their ability to manoeuvre while entering or leaving both Port Phillip and Osaka Bay and yachts should take any necessary avoiding action early.

9. PROTESTS AND REQUESTS FOR REDRESS

- 9.1 The OA has appointed an International Jury in accordance with RRS Appendix N. The International Jury may conduct any protest hearing or request for redress via electronic link.
- 9.2 Protests filed prior to the commencement of the race shall be lodged with an official of the OA and, where practical, heard prior to the commencement of racing.
- 9.3 Protests or requests for redress after the commencement of racing are to be lodged with an official at the OHYC within 12 hours of the yacht's finishing time. These protests or requests for redress may be lodged via email to rd@melbourneosaka.com.
- 9.4 Such protests or requests for redress will be heard at the OHYC in Osaka as soon as practical after, but no sooner than 12 hours after, the yacht has finished.

- 11.4 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 course for as long as necessary. A yacht that takes such action, whether in Port Phillip, Osaka Bay or at any other stage of the race, shall return to the position at which the engine was started, 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. This amends RRS 42.
- 11.5 Attention is drawn to Rule 9 (a) and Rule 9 (b) of the International Regulations for Preventing Collisions at Sea, 1972. Yachts deemed to have impeded the progress of a commercial vessel may be penalised.
- 11.6 The OA strongly recommends that safety harnesses and suitable personal flotation devices be worn whenever conditions warrant, particularly in rough weather and at night. Attention is drawn to Victorian regulations which stipulate the mandatory wearing of PFDs when on deck during times of heightened risk. This includes crossing a bar, transiting Port Phillip 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. Similar regulations are in force in other Australian states.
- 11.7 A yacht or equipment may be inspected at any time for compliance with the event safety rules and sailing instructions.
- 11.8 The Race Director may, at his absolute discretion, disqualify a yacht from participating or continuing to participate in the race if he believes that it is unsafe for that yacht to commence or continue to race.
- 11.9 All yachts shall carry adequate paper charts for the race area, including charts for possible diversion ports. A list of recommended charts is attached to these Sailing Instructions in *Appendix E - Chart & Publication List*.

Note: Some charts, whether paper or electronic, for some areas transited during the race may not have the same accuracy as that expected in Australian or Japanese waters. All navigators are advised to be extremely cautious when assessing the accuracy of any chart. Particularly be aware of the need to zoom in on electronic "vector" charts to access all necessary detail.

12. COMMUNICATIONS

- 12.1 Communications procedures are detailed in *Appendix A - Race Communications*.
- 12.2 All yachts shall respond to all scheduled radio communications, including the Sign On Schedule, the Mandatory Reporting Schedules, the Safety Declaration Schedules and all Finishing Schedules as described in *Appendix A - Race Communications*.
- 12.3 Failure to sign on at the pre-race schedule shall result in the yacht being scored DNS.
- 12.4 Failure to comply with a mandatory reporting schedule on time shall require written explanation of the reasons why the schedule(s) was missed and yachts may be penalised for any such failure after protest.

13. PRESENTATION OF TROPHIES

The Presentation Ceremony for the Osaka Cup Race will be held at Osaka Tenmangu Shrine at 1500 JST on Saturday, 5 May 2018.

14. DISCLAIMER OF LIABILITY

- 14.1 All those taking part in this race do so at their own risk and responsibility.
- 14.2 Acceptance of a yacht as an entrant in the race is not to be taken as express or implied acceptance on the part of any Sponsor, the event organiser and/or any of its Flag Officers, Committee, 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 OA nor any club, person or company connected with the organisation of the race is responsible for the seaworthiness of any yacht whose entry is accepted.
- 14.3 Attention is drawn to Fundamental Rule 4 "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.

15. APPENDICES

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

APPENDIX A – RACE COMMUNICATIONS

A1. RACE COMMUNICATIONS

- A1.1 Race communications shall be via VHF and HF radio, satellite phone (voice and text) and email.
- A1.2 HF frequencies will be 4483 kHz, 6218 kHz, 8210 kHz, 12305 kHz and 16369 kHz. All frequencies are simplex.
- A1.3 VHF frequencies will be Channels 12, 16, 19, 20, 72 and 73 (International set).
- A1.4 Email contact will be *rd@melbourneosaka.com*.
- A1.5 Satphone calls and text will be to +61 418 396 605 or +61 418 396 465.

A2. RACE RADIO STATIONS

- A2.1 ORCV Melbourne (Ocean Racing)
Charleville Radio
Osaka Port Radio
Osaka Finish
- A2.2 Any other station (including yachts) nominated by ORCV Melbourne or Charleville Radio to provide assistance where necessary.

A3. PRE-RACE RADIO CHECKS

As specified in the Notice of Race, yachts shall carry out a radio check between 15 February 2018 and 15 March 2018. These checks will be conducted by Charleville Radio on one or more of the race frequencies listed above. Skippers shall contact Charleville Radio initially by phone on +61 2 6151 6688 to determine the frequency to be used.

A4. SIGN ON SCHEDULE

- A4.1 A sign on schedule will be conducted on HF 12305 kHz by Charleville Radio commencing 110 minutes before the designated warning time for that day:
 - 1305 on 18 March 2018
 - 1205 on 25 March 2018
 - 1205 on 1 April 2018and at times to be advised for any other starts.
- A4.2 Any changes to the Sailing Instructions and changes to yacht handicaps will also be announced at this time.
- A4.3 Yachts will be called in alphabetical order to con-

firm that they are starters in the race. If intending to race, yachts must reply “*{yacht name} is a starter, over*”.

- A4.4 Yachts that do not respond on the first call must wait until they are called again at the end of the schedule.

A5. TRANSITING PORT PHILLIP HEADS

- A5.1 Ten minutes before the designated warning time, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.
- A5.2 All yachts are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are 3 nautical miles outside Port Phillip Heads. Melbourne VTS and any shipping transiting the Heads will be monitoring this frequency.
- A5.3 Yachts should revert to VHF Channel 16 when 3 miles clear of the Heads.

A6. ROUTINE SCHEDULES

- A6.1 Position reporting will be via HF radio, email and satellite phone (satphone). A full communications schedule will be distributed to all competitors at the race briefing.
- A6.2 Yachts are required to report their position by email or by satphone text message at 0700 AEST daily. Reports must be sent to *rd@melbourneosaka.com* in the case of email or to +61 418 396 605 or +61 418 396 465 for text messages.
- A6.3 In addition, routine HF radio schedule will take place at 1905 AEST daily.
- A6.4 The position reported shall be the boat’s position as at 1900 in degrees and whole minutes only of Latitude and Longitude.
- A6.5 Yachts unable to participate in the evening HF schedule are required to report their 1900 position by email or satphone text message, as above, by 1930. Positions may be relayed by VHF via another competitor if within suitable proximity.
- A6.6 The 1900 positions will be sent to all yachts by email after the schedule is completed.
- A6.7 Yachts are required to give their position at the times listed until they have crossed the finish line or, if retired, until they have reached a safe harbour.

A6.8 The first reports and schedules in accordance with the above will be at 1905 AEST on the day of a boat's start.

A6.9 Schedules will continue until each yacht has crossed the finish line.

A6.10 If noise levels are too high for good reception by the listed station, the Race Director may delegate the taking of the position report schedule to a vessel in the fleet or another shore based radio station. This will normally be done before the schedule starts.

A6.11 Yachts are required to successfully test email and satphone voice and text transmission capability to the Race Committee at least 7 days prior to their start time.

A6.12 The recommended format for email or text reports is as described below:

- Time of Position Report, Yacht Name (abbreviated if necessary), Date, Lat and Long in degrees and whole minutes:

e.g.: "0700 Yotname Apr10 22 15 S 150 41 E"

- Other comments if desired.
- Sea and sky conditions, wind direction (magnetic) and velocity (knots), and barometric pressure (millibars)

e.g. "low swell overcast 250/20 1013"

A6.13 All messages should be sent using plain text formatting to minimize message size.

A6.14 The 0700 and 1900 reports may be made by satphone voice call to any of the numbers listed for text messages but not during other radio schedule times.

A6.15 Competitors should note that if they miss two or more consecutive schedules, the OA is obliged to escalate to AMSA or Japanese authorities, who may initiate Search and Rescue activities. The liability for any consequential costs will be passed onto the boat that missed the schedules. Competitors should use every avenue at their disposal to contact the OA if their normal channel is not working.

A7. ELECTRONIC TRACKING

A7.1 As advised in the Notice of Race, yachts may be required to carry a tracking device supplied by the OA and which will be scheduled to transmit its position on a regular basis. If the tracking device on any yacht fails for any reason, that

yacht may be required to implement an increased reporting schedule whether by email, satphone or HF radio.

A7.2 A yacht that interferes with the normal operation of a tracking device or fails to comply with an OA request in regard to tracking devices will be subject to protest by the Race Committee.

A7.3 Tracker battery status shall be checked daily and the tracker recharged once the battery level drops to 30% or below.

A7.4 An owner or charterer shall be solely responsible for the loss of, or damage to, a tracking device supplied by the OA for the period it is carried onboard.

A7.5 AIS transmitters shall be left on while racing.

A8. MANDATORY REPORTING POSITIONS

A8.1 All yachts shall report by radio, satphone or email after passing the latitudes listed below and make a declaration confirming their time of passing as well as the following:

- HF radio and/or satellite phone is operational
- Liferaft and all essential safety equipment is on board
- Engine and batteries are operational
- Yacht and crew are in a satisfactory condition to continue
- Skipper has comprehensively considered the most current weather forecast and the yacht and crew are fully prepared for the conditions forecast.

A8.2 Latitudes requiring these reports are: S17°, S9° and N13°.

A8.3 At the first scheduled reporting point or time after the yacht determines that it is in the vicinity of these Latitudes, if a yacht is able to meet all the requirements of paragraph A8.1 above, the yacht shall make the following report :

[YACHT NAME] passed [LATITUDE] at [HOURS MINUTES].

The skipper declares that we comply with the requirements of Sailing Instruction A8.1 and elects to continue racing.

A8.4 Yachts which are not recorded as having complied with paragraph A8.1 may be recorded DNF (This amends RRS 63.1).

A8.5 In the event of extreme weather being reported or forecast in the race area, the Race Director may

recommend that yachts stop racing and seek shelter where it is available. In the event that this occurs, an adjustment to the yachts' elapsed time may be made, based on the time that the yacht reports that she has ceased racing and the time she reports she has resumed racing. Details must be included on the Race Declaration.

A9. FINISHING SCHEDULES

- A9.1 After passing the Yuraseto (see *Appendix C - Approaches to Osaka Bay*), yachts should call Osaka Port Radio on VHF Channel 16, then move to VHF Channel 20 (primary) or Channel 19 (secondary).
- A9.2 Yachts should identify themselves as Melbourne Osaka Cup, Double-Handed Race entrants, with Yacht name and ETA (estimated finishing time) for Osaka North Port.
- A9.3 Yachts should follow any instructions provided for Customs, Immigration and Quarantine and maintain a listening watch on VHF Channel 16 until reaching the finish line.
- A9.4 Yachts should also call Osaka Finish on VHF Channel 72 when 2 hours from the finish and again when 15 minutes from the finish.

A10. COMMUNICATIONS FAILURE

- A10.1 In the event of satphone or HF radio failure after the start of the race, every effort shall be made to contact the Race Committee by alternative means. Yachts that fail to maintain regular communications shall be subject to protest by the Race Committee.
- A10.2 Failure to report at the routine schedule times for any reason must be reported on the yacht's Race Declaration (see *Appendix F - Race Declaration*).

A11. YACHTS RETIRING

- A11.1 Should a yacht retire from the race, every effort must be made to advise the Race Committee as soon as possible and to give the following information:
- Time and position at the time of retirement
 - Reason for retirement
 - The state of the crew
 - The port to which the yacht is retiring
- A11.2 Yachts that retire shall maintain their routine position reporting schedules until such time as they reach a safe harbour.
- A11.3 Within two hours of arrival at a safe harbor con-

tact must be made with the Race Committee on +61 418 396 605 or +61 418 396 465 or rd@melbourneosaka.com to confirm safe arrival.

A12. DIFFICULTY OR DISTRESS (HF)

Charleville Radio will monitor the HF race frequencies for 30 minutes prior to and 30 minutes after each sked time.

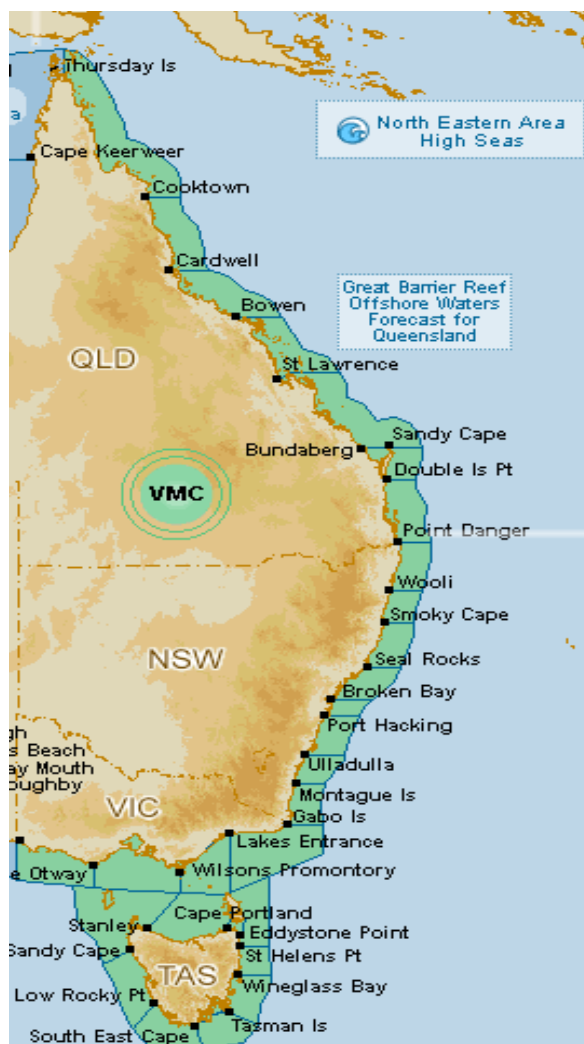
Voice watches are also kept on the HF 4125, 6215, 8291 and 12290 MHz radiotelephone distress and safety channels.

Charleville maintains a continuous DSC watch on the HF 4, 6, 8, 12 and 16 MHz DSC distress and safety channels.

After passing abeam Shionomisaki (N36° 26' E135° 45'), Coast Guard Japan is available on VHF Channel 16.

A13. WEATHER

The Bureau of Meteorology broadcasts from Charleville (VMC) to the Australian portion of the race area as shown in the accompanying tables below. The diagrams below show the Australian coastal and high seas forecast areas.



Broadcast Frequencies (VMC)	
Period	Frequencies (kHz)
Day (0700 to 1800) Frequencies (HF)	4426, 8176, 12365, 16546
Night (1800 to 0700) Frequencies (HF)	2201, 6507, 8176, 12365



Radio Weather Information in Australia (VMC)	
Forecast	Times (AEST)
Special Announcements	Five minutes before every hour
Forecasts for Queensland	0330, 0730, 1130, 1530, 1930, 2330
Forecasts for New South Wales	0130, 0530, 0930, 1330, 1730, 2130
Forecasts for Victoria	0130, 0530, 0930, 1330, 1730, 2130
Warnings for Northern, NE and SE Areas	Every hour commencing 0000
Forecasts for North Eastern Area	0030, 0430, 0830, 1230, 1630, 2030
Forecasts for South Eastern Area	0030, 0430, 0830, 1230, 1630, 2030

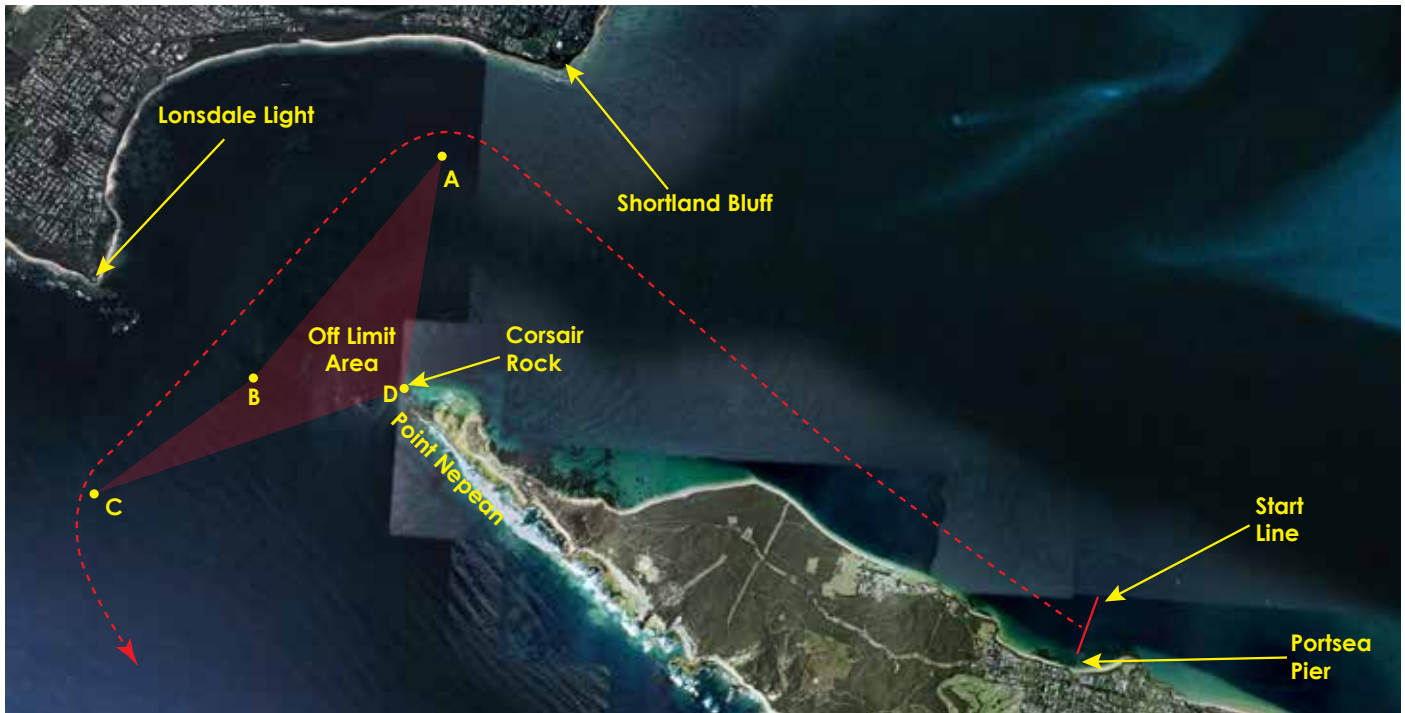
A14. SUMMARY

Date	Time	Action	Frequency	Station
11 March	1400 AEDT	Race Briefing		
Start Date	T-110 (minutes)	Pre-Race Sign On	HF 4483 kHz	Ocean Racing
Start Date	T-10	Pre-Race Shipping	VHF Channel 12	Ocean Racing
Start Date	T to T+5	Starting Sequence		
Start Date	T+5 (+)	Individual recalls may be notified	VHF Channel 12	Ocean Racing
Start Date	1900 AEST or 1905 AEST	Position Report	Email/Text or HF Schedule	ORCV or Charleville Radio
Start Date+1	0700 AEST	Position Report	Email, Satphone	Text Message
Start Date+1	1900 AEST or 1905 AEST	Position Report	Email/Text or HF Schedule	Text Message Charleville Radio
Thereafter every day as for Start Date + 1	Times and frequencies may be altered by Radio Stations if necessary	Position Report	Email, Satphone HF Schedule	Text Message Ocean Racing
Finishing	After passing the Yuraseto	Finishing Schedule	VHF Channel 16 VHF Channel 20/19	Osaka Port Radio
Finishing	- 2 hours	Finishing Schedule	VHF Channel 72	Osaka Finish
Finishing	- 15min	Finishing Schedule	VHF Channel 72	Osaka Finish
Finishing	Listening watch	Finishing Schedule	VHF Channel 16	

Where *Start Date* is the selected starting date and *T* is the warning time for that date. See 6. *The Start*, for details of the different starting dates.

APPENDIX B - PORT PHILLIP START

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.



WARNINGS - PORT PHILLIP HEADS

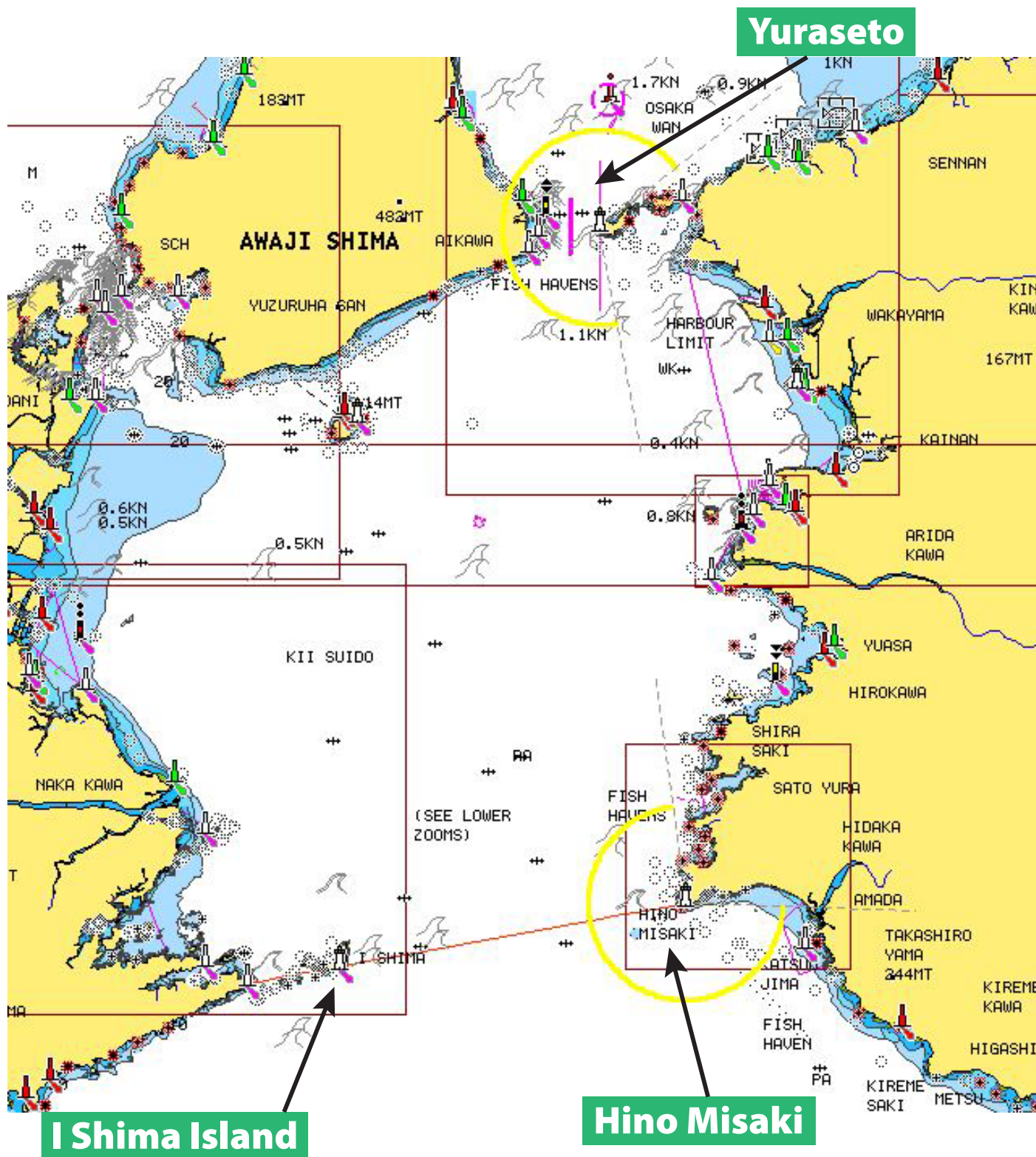
Yachts must not enter the Off Limit Area in Port Phillip Heads (see 6. *The Start*). This is designed to keep yachts out of the main shipping channels and away from commercial shipping that are constrained by their draft in the Heads and have limited ability to avoid other traffic.

Yachts are also warned of shallow water over Lonsdale Reef that extends offshore from the Lonsdale Light.

APPENDIX C – APPROACHES TO OSAKA BAY

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.

OUTER APPROACHES



[illegible]

APPENDIX D – OSAKA FINISH

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.

KANSAI AIRPORT



WARNINGS - OSAKA BAY

Yachts are warned of the square-shaped laver farm extending 2.5 – 2.7 km a side to the north-west of Kansai International Airport, which is off-limits to any yacht. The corners of the laver farm are:

East corner: N34° 26.22' E135° 16.28'

South corner: N34° 24.13' E135° 13.17'

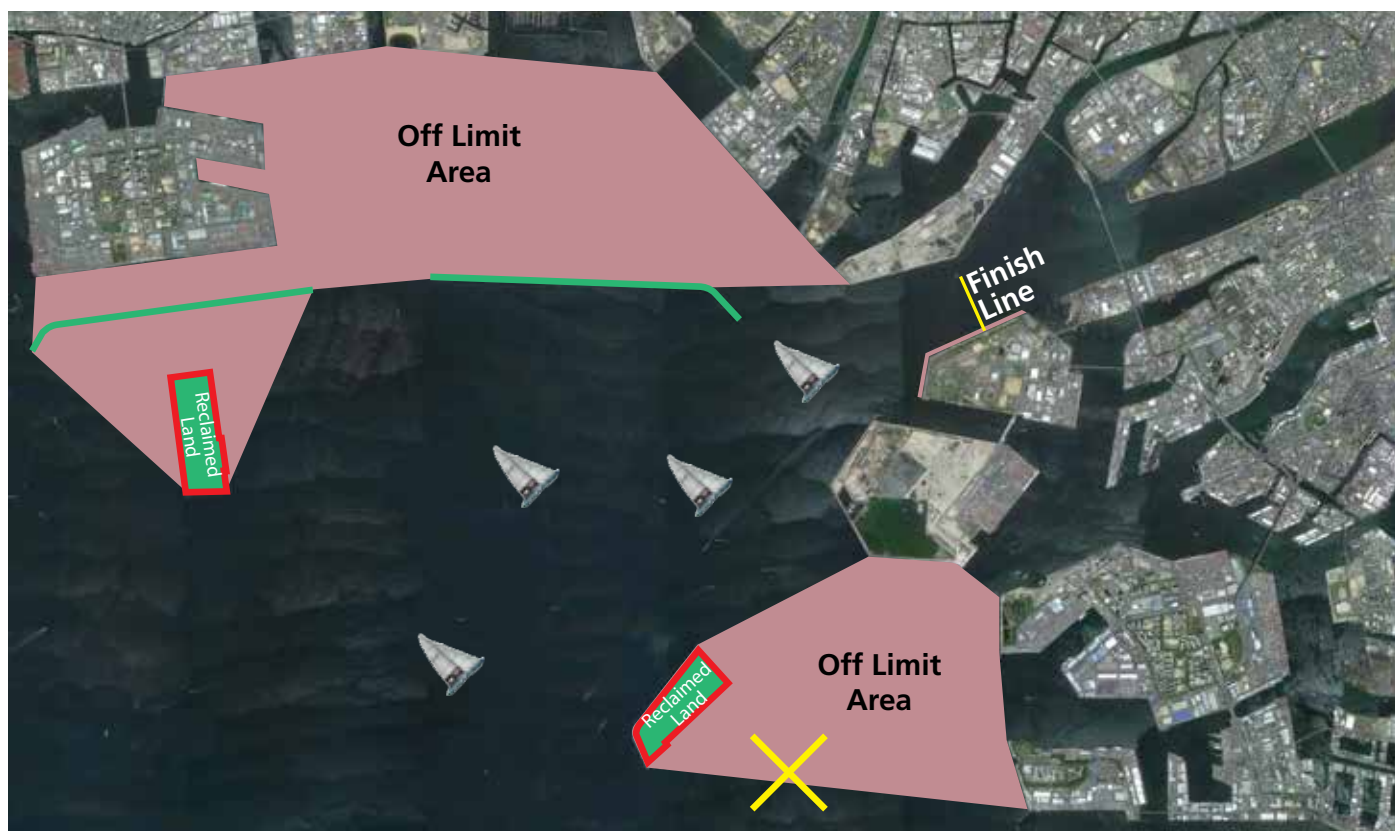
West corner: N34° 25.72' E135° 11.62'

North corner: N34° 27.81' E135° 14.73'

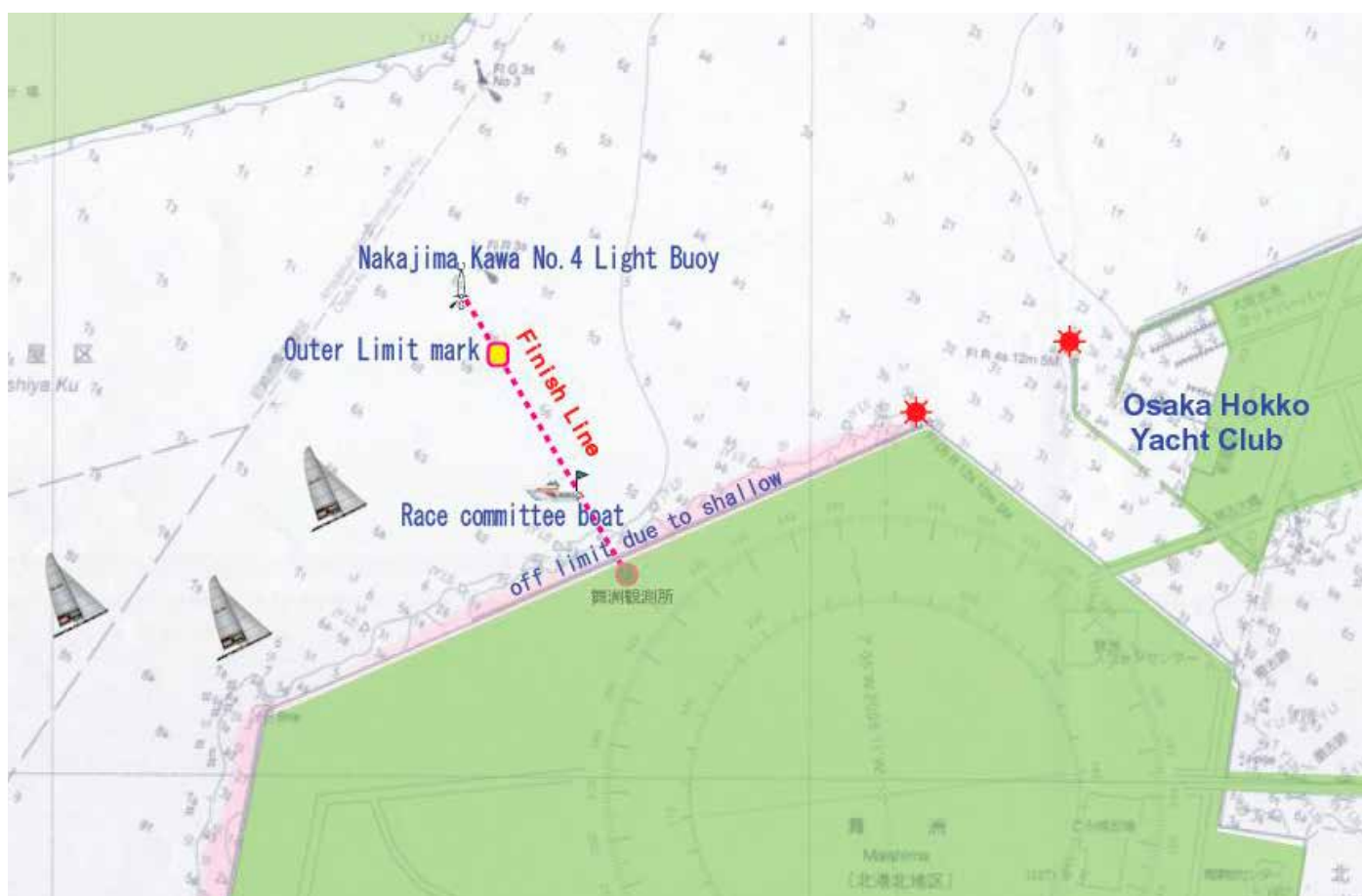
Yachts shall not go through the Kansai Airport Bridge, which connects airport island and mainland, where it is located at the east – north corner of the airport island. Yachts should remain west of the airport island.



FINISH APPROACHES



FINISH LINE



APPENDIX E – CHART & PUBLICATION LIST

All yachts shall carry sufficient paper charts and associated publications to ensure they can continue to navigate satisfactorily in the event of the failure of electronic navigation aids. The following list is recommended as a minimum requirement.

Each yacht is responsible for its own safety and should consider additional charts for inshore navigation and ports of refuge (particularly along the Australian east coast, Solomon Islands, Ghizo, Caroline Islands, Truk (Chuuk), Marianas Islands, Guam and/or Saipan.

PLANNING CHARTS

- AUS4060 Australasia and Adjacent Waters 1:10 000 000
- BA4052 North Pacific Ocean – Southwestern Part 1:10 000 000

ROUTE CHARTS

- AUS158 Port Phillip South and West Channels 1:37 500
- AUS801 Cape Schanck to Cape Liptrap 1:150 000
- AUS802 Cape Liptrap to Cliffr Island 1:150 000
- AUS357 South East Point to Point Hicks 1:300 000
- AUS805 Point Hicks to Cape Howe 1:150 000
- AUS4643 Cape Howe to Cape Moreton 1:1 500 000
- AUS4635 Cape Byron to Mackay 1:1 500 000
- AUS4621 Mackay to Solomon Islands 1:1 500 000
- AUS4622 Admiralty Islands to Solomon Islands 1:1 500 000
- AUS397 Cape Kwoi to Buka Island including Green Islands 1:300 000
- AUS398 Tulun Islands to Tanga Islands 1:300 000
- BA762 Caroline Islands – Eastern Part 1:500 000
- BA764 Mariana Islands – Southern Part 1:500 000
- BA3552 Mariana Islands – Northern Part 1:500 000
- BA3551 Minami-Io Shima to Tori Shima 1:750 000
- BA1648 Kashika Saki Shiono Misaki 1:500 000
- JP77 Kii Suido and Approaches 1:200 000
- Hidaka Ko 1:20 000
- JP150C Kii Suido 1:80 000
- JP150A Osaka Wan 1: 80 000
- Tomagashima Suido 1:45 000
- JP106 Osaka Wan and Harima Nada 1:125 000
- JP123 Osaka 1:12 000
- Continuation of Aji Kawa 1:11 000

ADMIRALTY SAILING DIRECTIONS

- NP14 Australia Pilot, Vol. 2 South, south-east coasts of Australia from Green Cape to Port Jackson including Bass Strait and Tasmania
- NP15 Australia Pilot, Vol. 3 East coast of Australia from North Head to Cape York, including the Great Barrier Reef, islands and reefs of the Coral Sea, Great North East Channel, Torres Strait and the south coast of Papua New Guinea between South Cape and the Meridian of 141° 00'E
- NP60 Pacific Islands Pilot, Vol. 1 Solomon Islands, Papua New Guinea – north-east coast and adjacent islands, Federation of Micronesia, Republic of Palau, Guam, Confederation of Northern Mariana Islands, Oki-no-Tori Shima
- NP42A Japan Pilot, Vol. 2 The south coast of Shikoku from Komo Saki Kanda Saki; the south coast of Honshu from Hi-no Misaki to Taito Saki; the islands of Nanpo Shoto
- NP42B Japan Pilot, Vol. 3 Seto Naki (The Inland Sea of Japan)

ADMIRALTY LISTS OF LIGHTS AND FOG SIGNALS

- NP83 Admiralty List of Lights and Fog Signals, Vol.K Indian and Pacific Oceans, south of the Equator
- NP85 Admiralty Lists of Lights and Fog Signals, Vol.M Western side of North Pacific Ocean excluding western parts of Philippine, East China and Yellow Seas

ADMIRALTY TIDE TABLES

- NP204 Admiralty Tide Tables Volume 4 – South Pacific Ocean 2018
- NP206 Admiralty Tide Tables Volume 6 – North Pacific Ocean 2018

APPENDIX F - RACE DECLARATION

DECLARATION

I,[*Person in charge*], being in charge of the yacht[*Yacht name*] have adhered to the rules and conditions of the 2018 Melbourne to Osaka Yacht Race and have noted any required declarations below or on the rear of this form.

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

OBSERVATIONS