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CAT-1 OCEAN + ADDITIONAL REQUIREMENTS

2025 Melbourne Osaka Cup Sailing Instructions



Amendments

Number	Instructions Changed	Summary of Amendment
7.2	Correction of error to 7.2 to align with the NoR V4.0	Finish line will be manned for 21 days.

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Sailing Instructions

The 2025 Melbourne to Osaka Double Handed Yacht Race (Melbourne Osaka Cup) 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 to Osaka Double-Handed Yacht Race Limited (The Organising Authority [OA]), in cooperation with the Ocean Racing Club of Victoria (ORCV), the Sandringham Yacht Club (SYC) and the Osaka Hokko Yacht Club (OHYC).

1. Rules

- 1.1. The race will be governed by the versions of the following documents current as of 1st January 2025:
 - The Racing Rules of Sailing (RRS) of World Sailing (WS)
 - the Prescriptions and Special Regulations of Australian Sailing (AS)
 - The Rules and Regulations of the Australian Measurement System (AMS)
 - The ORCi Rating System Rules
 - International Regulations for the Prevention of Collision at Sea, 1972 (ColRegs)
 - The Notice of Raceexcept as amended by these Sailing Instructions.
- 1.2. All times in these Sailing Instructions are Australian Eastern Standard Time (AEST) i.e. UTC + 10 unless otherwise stated. (Note that Victoria and New South Wales are on Daylight Saving Time – UTC + 11 – until Sunday 6th April 2025. These times will be noted as 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

- 2.1. Notices to competitors will be posted on the event website <https://melbourneosakacup.com/en/home/>. Both will be notified by SMS and/or email when a notice is posted.
- 2.2. Any change to these Sailing Instructions will be posted on the event website before 0800 on the day of each race start with notifications via a Notice To Competitors (NTC) via SMS and emails.
- 2.3. All crew shall attend a pre-race briefing, the times and venue to be advised.
- 2.4. Amendments to the Sailing Instructions shall also be advised to competitors at the Race Briefing, by SMS and email.

3. Signals Made Ashore

- 3.1. There will not be any signals made ashore.

4. Class Flag

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

5. The Start

- 5.1. All Race Starts shall be in the vicinity of Portsea Pier, always allowing the Race Director, at their discretion to postpone to another time Warning signal times for possible separate starts, are listed in the table below.

- 5.2. The following table shows the scheduled dates and times for each warning signal:

Date	March 2 nd 2025	March 9 th 2025	March 16 th 2025	March 23 rd 2025	March 30 th 2025
Warning signal (AEDT)	1635	1555	1655	1425	1525

- 5.3. 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 a red inflatable mark in the vicinity of the Portsea Pier at the port end.
- 5.4. A pink inflatable crowding buoy may be laid in the vicinity of the committee vessel.
- 5.5. Yachts shall start in a north westerly direction.
- 5.6. Races will be started in accordance with RRS 26.
- 5.7. 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 up to 60 minutes added to her elapsed time at the discretion of the International Jury.
- 5.8. 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.
- 5.9. 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.

- 5.10. Yachts may elect to start at any time up to 168 hours after their start signal. Yachts intending to take this option shall respond when called at the pre-race sign on schedule and state their intentions unless they have previously arranged the delayed start with the Race Director. They shall subsequently report at all routine schedules in accordance with the provisions of the Sailing Instructions. Yachts that do elect to start late shall start in the vicinity of Portsea Pier and shall notify the Race Director by SMS when they have started, with their actual start time. (See Appendix A for contact details) The yacht's elapsed time shall be taken from the allocated start time.

6. The Course

- 6.1. Yachts shall start in a north westerly direction
- Through Port Phillip Heads, keeping West at all times of the two lines joining the virtual Buoy (S38° 16.90 E144° 38.90') and virtual buoys at S38° 17.95' E144° 37.76' and S38° 18.50 E144° 36.80 and clear of the Pilot Boarding ground Exclusion Zone (see Appendix B Port Phillip Heads Exclusion Zones). Yachts that do not keep clear of the obstructions defined in Appendix B will receive a penalty to be determined by the International Jury.
 - Thence to the finish line in the Port of Osaka, Japan.
- 6.2. 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)
- 6.3. After passing through Yuraseto, a yacht shall leave the Lighted Buoy off the Sumoto Coast (34° 21.03' North, 135° 00.05' East) to port.

6.4. Warnings – Osaka Bay

- 6.5. 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. (See Appendix C).
- 6.6. Corners of the laver farm are:
- East Corner (34° 32.81' North, 135° 12.79' East),
 - South Corner 2 (34° 31.55' North, 135° 11.89' East)
 - West Corner 3 (34° 32.22' North, 135° 10.45' East),
 - North Corner 4 (34° 33.50' North, 135° 11.35' East)
- 6.7. Yachts shall not go through the Kansai Airport Bridge, which connects airport island and mainland, which is located at the east–north corner (corner 1) of the airport island. Yachts should remain west of the airport island.

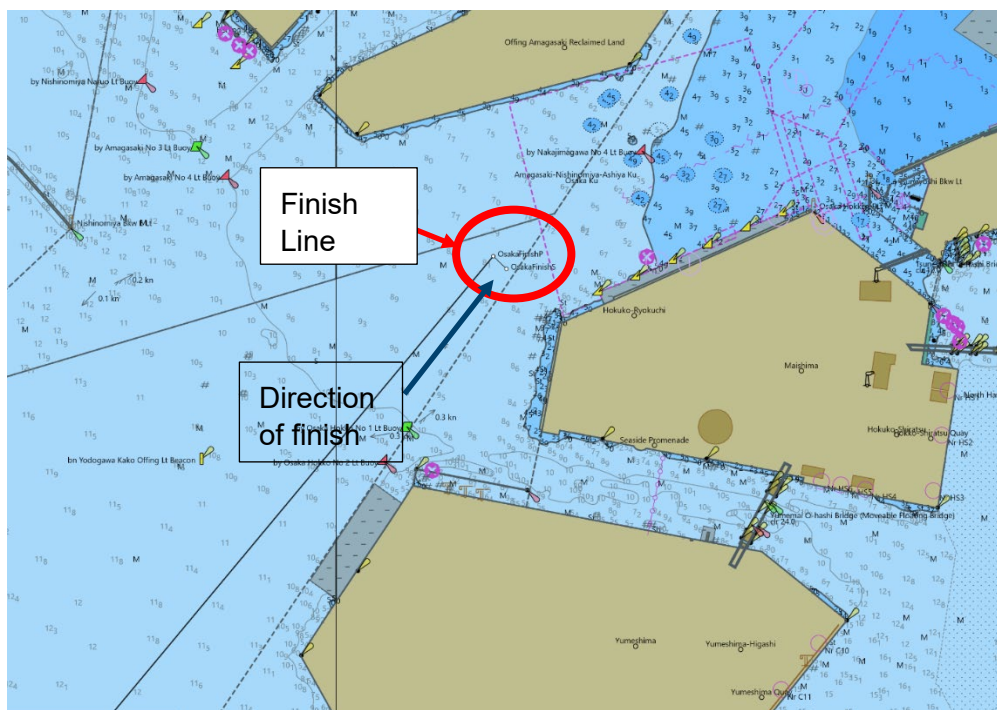
7. The Finish

7.1. The finish line will be between the following two marks:

MARK - OsakaFinishP	
Latitude	34 40 261n
Longitude	135 23 045e

MARK - OsakaFinishS	
Latitude	34 40 224n
Longitude	135 23 091e

Mark OsakaFinishP shall be passed to Port and OsakaFinishS shall be passed to Starboard.



7.2. The finish line will be provided with race management personnel, subject to pre-finish communications being received, for yachts as they finish, up to 21 days after the arrival of the first yacht.

- 7.3. Yachts approaching the finish line are required to report their positions as described in Appendix A Race Communications.
- 7.4. Yachts finishing shall follow instructions of an OA boat with an indication of "Escort Boat". Retired yachts also shall follow the instructions of an OA boat. The 'Escort Boat' will direct yachts to the Yumeshima Island temporary marina to comply with Immigration & Customs procedures.
- 7.5. Each yacht is required to lodge a declaration on the form provided in Appendix D - 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.
- 7.6. If a skipper is uncertain as to whether a rule has been breached, the circumstances should be recorded on this declaration form.

8. Protests and Requests for Redress

- 8.1. 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 online Teams meetings or equivalent.
- 8.2. Protests filed prior to the commencement of the race start shall be filed with an official of the OA, and where practical, heard prior to the commencement of racing.
- 8.3. 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
- 8.4. 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.
- 8.5. The date, time and venue for a protest hearing may be posted on the event website at least 6 hours before the hearing. Affected parties will be advised by phone and/or SMS.
- 8.6. All requests for redress involving the official time sheet must be submitted within 4 hours of posting of the results.
- 8.7. The International Jury shall not be entitled to abandon the race as a consideration for redress (This amends RRS 64.3).

9. Penalty System

- 9.1. 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.
- 9.2. 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. Safety Regulations

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

10.1. Shipping

10.1.1 Yachts shall keep clear of all vessels 35 metres or more in length whilst within Port Phillip and particularly while transiting Port Phillip Heads, as required by Ports Victoria Harbour Master's Directions. Similar rules apply in the Port of Osaka.

10.1.2 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.

10.1.3 In the event of avoiding action becoming necessary, a yacht may start its engine and motor to avoid a shipping hazard, on a course away from a 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.

10.1.4 Attention is drawn to Rule 9 (a) and Rule 9 (b) of the International Regulations for the Prevention of Collision at Sea, 1972. Yachts deemed to have impeded the progress of a commercial vessel may be penalised.

10.2. Personal equipment

10.2.1 The OA strongly recommends that safety harnesses and suitable lifejackets shall be worn at all times whilst on deck.

10.3. Charts

10.3.1 As published in the Notice of Race, chart plotting equipment and navigational charts covering the area of the race shall be carried in accordance with Special Regulations Part 1, para 4.10.

10.3.2 Charts may be electronic but the primary system shall use official Electronic Navigational Charts (ENC). Note that they must include charts for possible diversion ports and inshore navigation (particularly along the Australian east coast, Solomon Islands, Ghizo, Caroline Islands, Truk (Chuuk), Marianas Islands, Guam and/or Saipan)

10.3.3 Associated publications such as Admiralty Pilots, List of Lights and Tide Tables may also be carried in electronic form but in all cases 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 equipment.

10.3.4 Note that 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.

10.4. Inspections

10.4.1 A yacht or equipment may be inspected at any time for compliance with the event safety rules, the Notice of Race and these sailing instructions.

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

11. Communications

- 11.1. Communications procedures are detailed in Appendix A – Race Communications.
- 11.2. All yachts shall comply with all scheduled communications, including the Pre-race Sign-on Schedule, the Mandatory Reporting Schedules, the Safety Declaration Schedules and all Finishing Schedules as described in Appendix A - Race Communication.
- 11.3. Failure to comply with one routine reporting schedule on time shall require written explanation via SMS or email of the reasons the schedule was missed. Failure to report with two reporting schedules in a row will incur a 10% time penalty on elapsed time. If more than two reporting schedules are missed, then the third and each subsequent missed schedule will incur an additional 10% time penalty. A missed routine report schedule is no position provided within 60 minutes of the required position schedule time.
- 11.4. AIS transponders shall be operated in transmitting and receiving modes with boat name and MMSI identified at all times during the race.
- 11.5. Loss of communications protocols during the race shall be as follows:
 - 11.5.1 If the primary satellite phone fails, you can continue racing with the use of the back up satellite phone for position reporting. The back up satellite phone shall have the battery continually charged and turned on.
 - 11.5.2 If both the primary and backup satellite phones fail, the yacht shall sail or motor to a safe harbour to make repairs to both satellite phones. During the passage to a safe harbour, either the Garmin tracker shall be used for position reports or an HF radio or email via other satellite communications, eg. Starlink. The yacht will not be able to restart racing until both the primary and backup satellite phones are fully operational.
 - 11.5.3 All yachts shall notify Race Management of a Medical Incident as described in Appendix A-Race Communications.

12. Presentation of Trophies

- 12.1. The Presentation Ceremony for the Osaka Cup Race will take place from 1630hrs – 1800hrs on Friday 2nd May 2025, at the Tenmangu Shrine, followed by the Closing Party from 1900hrs-2100hrs at the Garden Oriental Osaka.

13. Disclaimer of Liability

- 13.1. All those taking part in this race do so at their own risk and responsibility.
- 13.2. 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 their 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.
- 13.3. Attention is drawn to Fundamental Rule 3 “Decision to Race” of the RRS which states:

The responsibility for a boat's decision to participate in a race or to continue racing is theirs alone.

14. Appendices

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

A1 Race Communications

- A1.1. Race communications shall be via VHF radio, satellite phone (voice and text) and email.
- VHF frequencies will be Channels 12, 16, 19, 20, 72, 73 and 82.
 - Email contact shall be rd@melbourneosaka.com
 - Satellite phone calls and text will be to **+61 TBA and +61 TBA**.

Pre-Race Satellite phone and email checks

- A1.2. As specified in the Notice of Race, yachts shall carry out satellite phone (voice and text) and email checks to the above numbers between 16th February 2025 and 1st March 2025.
- A1.3. An SMS check of the Garmin InReach tracker will also be required between 16th February 2025 and 1st March 2025.

A2 Race Radio Stations

- ORCV Melbourne (*Ocean Racing*) VHF Ch 82
 - Osaka Port Radio VHF Ch 16
 - Osaka Finish VHF Ch 74
- A2.1. Any other station (including yachts) nominated by ORCV Melbourne to provide assistance where necessary.

A3 Pre-Race Sign on Schedule

- A3.1. A pre-race sign on schedule will be conducted on VHF Radio Channel 82 commencing at the times (AEDT) listed below:

Date 2025	March 2 nd	March 9 th	March 16 th	March 23 rd	March 30 th
Sign on schedule VHF 82	1545	1515	1615	1345	1445

- A3.2. Any changes to the Sailing Instructions and changes to yacht handicaps may also be announced at this time.
- A3.3. Yachts will be called in alphabetical order to confirm that they are starters in the race. If intending to race, yachts must reply
“{yacht name} is a starter and complies with the Notice of Race, over”.
- A3.4. Yachts that do not respond on the first call must wait until they are called again at the end of the schedule.

A4 Shipping Movements and Transiting Port Phillip Heads

A4.1. At the times (AEDT) shown below, *Ocean Racing* will broadcast advice of shipping movements through Port Phillip Heads on VHF Channel 12.

Date 2025	March 2nd	March 9 th	March 16 th	March 23 rd	March 30 th
Shipping advice schedule VHF 12	1615	1545	1645	1415	1515

A4.2. All yachts are required to monitor this broadcast and maintain a listening watch on VHF Channel 12 until they are three nautical miles outside Port Phillip Heads. Lonsdale VTS and any shipping transiting the Heads will be monitoring this frequency.

A4.3. Yachts may stop monitoring VHF Channel 12 when three miles clear of the Heads and revert to a listening watch on Ch 16.

A5 Routine Position Reports

A5.1. Position reporting will be via satellite phone SMS text message.

A5.2. Yachts are required to report their position at 0600 and 1800 AEST (See 1. Rules Para 1.2 regarding AEST/AEDT) by satellite phone text message daily to the numbers listed in Appendix A 1.1

A5.3. The position reported shall be the boat's position at those times in degrees and whole minutes only of Latitude and Longitude. Positions shall be reported within 60 minutes of the relevant schedule.

A5.4. The message used to report positions will have the following format:

Pos {Yacht} {SN}, {Latitude Longitude}

where {Yacht} is the yacht's name,

{SN} is its sail number. Use degrees and minutes only for Lat/Long.

A5.5. Other comments may be included if desired, eg Sea and sky conditions, wind direction (magnetic) and velocity (knots), and barometric pressure (hectopascals) eg "low swell overcast 250/20 1013"

A5.6. 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.

A5.7. The first reports and schedules in accordance with the above will be at 1800 AEST on the day of a boat's start.

Note: Prior to the times set for position reports, important information may be sent to all yachts' satellite phones including any weather forecast.

A6 Electronic Tracking

A6.1. As required by the Notice of Race, yachts shall be required to carry a tracking device supplied by the OA 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 either by email or satellite phone.

- A6.2. 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.
- A6.3. 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. Due to the long duration of the race, the supplied tracker may require recharging from a USB port. Competitors shall make sure a suitable USBC charger is on board to allow the tracker to be recharged.

A7 Mandatory Reporting Positions

- A7.1. All yachts shall report by satellite phone or email after passing latitudes listed below and make a declaration confirming their time of passing as well as the following:
- Satellite phones are 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
 - The skipper has comprehensively considered the most current weather forecast, and the yacht and crew are fully prepared for the conditions forecast.
- A7.2. Latitudes requiring these reports are: 17° South, 9° South and 13° North.
- A7.3. At the first scheduled reporting point or time after the yacht determines that it is within 50 nm of these Latitudes, if a yacht is able to meet all the requirements of clause A7.1 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 A7.1 and the NOR, and elects to continue racing”.
- A7.4. Yachts which are not recorded as having complied with A7.3 may be recorded DNF (This amends RRS 63.1).

A8 Race suspension

- A8.1. 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. If 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.
- A8.2. Details of the race suspension will be communicated to all competitors from the Race Director via SMS and/or via a phone call.

A9 Finishing Schedules

- A9.1. After passing the Yuraseto (see Appendix C – Approaches to Osaka Bay), yachts must call Osaka Port Radio on VHF Channel 16 and identify themselves as Melbourne Osaka Cup Double-Handed Race entrants, advise of their yacht name and ETA for Osaka North Port (estimated finishing time).
- A9.2. Yachts must also call Osaka Finish on VHF Ch74 when 2 hours from the finish. If the yacht is not able to contact the Osaka Finish on VHF radio, an SMS to the Race Director phone must be used to notify the Race Director of their finishing ETA.
- A9.3. After calling Osaka Port Radio on VHF Channel 16 (as per A9.1), all communications between entrants and the Race Director will be on VHF Channel 74.

A10 Communications Failure

- A10.1. In the event of satellite phone 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. The reason for failure to report at the routine schedule times must be reported on the yacht's Race Declaration (Appendix D - 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 of a safe harbor contact must be made with the Race Committee by telephone the numbers listed in Appendix A1.1 or rd@melbourneosaka.com to confirm safe arrival.

A12 Difficulty or Distress (Satellite Phone/HF/VHF)

- A12.1. For those yachts equipped with HF radio, in Australian waters AMSA provides a 24-hour nationwide monitoring of HF radiotelephone distress, urgency and safety communications on 4125, 6215, 8291, 12290 and 16420 kHz.
- A12.2. Charleville Radio (VMC) maintains a continuous DSC watch on the MF/HF DSC distress and safety channels, 2187.5 kHz, 4207.5 kHz, 6312.0 kHz, 8414.5 kHz, 12577.0 kHz and 16804.5 kHz.

- A12.3. The East Coast of Australia is provided with emergency coast guard/marine radio coverage on VHF Channel 16.
- A12.4. After passing abeam Shionomisaki (36 ° 26'N 135° 45'E), Coast Guard Japan is available on VHF Channel 16.
- A12.5. The direct line to the Australian Maritime SAR (Joint Rescue Co-ordination Centre in Australia) is +61 2 6230 6811

A13 Weather Forecasts by Radio

A13.1. The Bureau of Meteorology broadcasts from Charleville (VMC) to the Australian portion of the race area as follows:

Station	Day Time (kHz) 7 am to 6 pm	Night Time (kHz) 6 pm to 7 am
VMC	4426, 8176, 12365, 16546	2201, 6507, 8176, 12365

Special Announcements	VMC	Five minutes to every hour
Forecasts for Victoria & New South Wales waters	VMC	0130, 0530, 0930, 1330, 1730, 2130, EST
Forecasts for Queensland waters	VMC	0330, 0730, 1130, 1530, 1930, 2330 EST
Forecasts for High Seas, including SE and NE areas	VMC	0030, 0430, 0830, 1230, 1630, 2030 EST

A14 Notifying a Medical Incident to Race Management

A14.1 The duties of the attendant First Aid Officer are as follows:

- (1) Assess, stabilise and treat the casualty – “DRSABCD”
- (2) Complete the ORCV Medical Incident Form as accurately as possible, including the boat’s position and confirm your current communication channels.
- (3) An image of the Medical Incident form should be sent to the RD via email.
- (4) Make contact with the Race Director by Satellite phone who will contact the Race Medical Officer (RMO)
- (5) Race Medical Officer will contact the boat’s First Aid Officer to confirm or obtain the recorded details on the Medical Incident Form and transcribe them to the RMO copy.
- (6) Race Medical Officer will assess and advise a course of action. The instructions given must be recorded on the boat’s copy of the Incident form including any medication given and recorded on the Boat’s Drug Register for S4 and S8 drugs if prescribed.

- (7) A call back time to be agreed to follow up progress and for Medical Incident forms and actions again to be updated by both parties.
- (8) Information obtained may be shared with Search and Rescue authorities and other members of the ORCV Incident Management team to be able to enact decisions made.
- (9) The Medical Incident Form must be kept with the Ship's Log.

Appendix B: Port Phillip Heads Exit Exclusion Zones

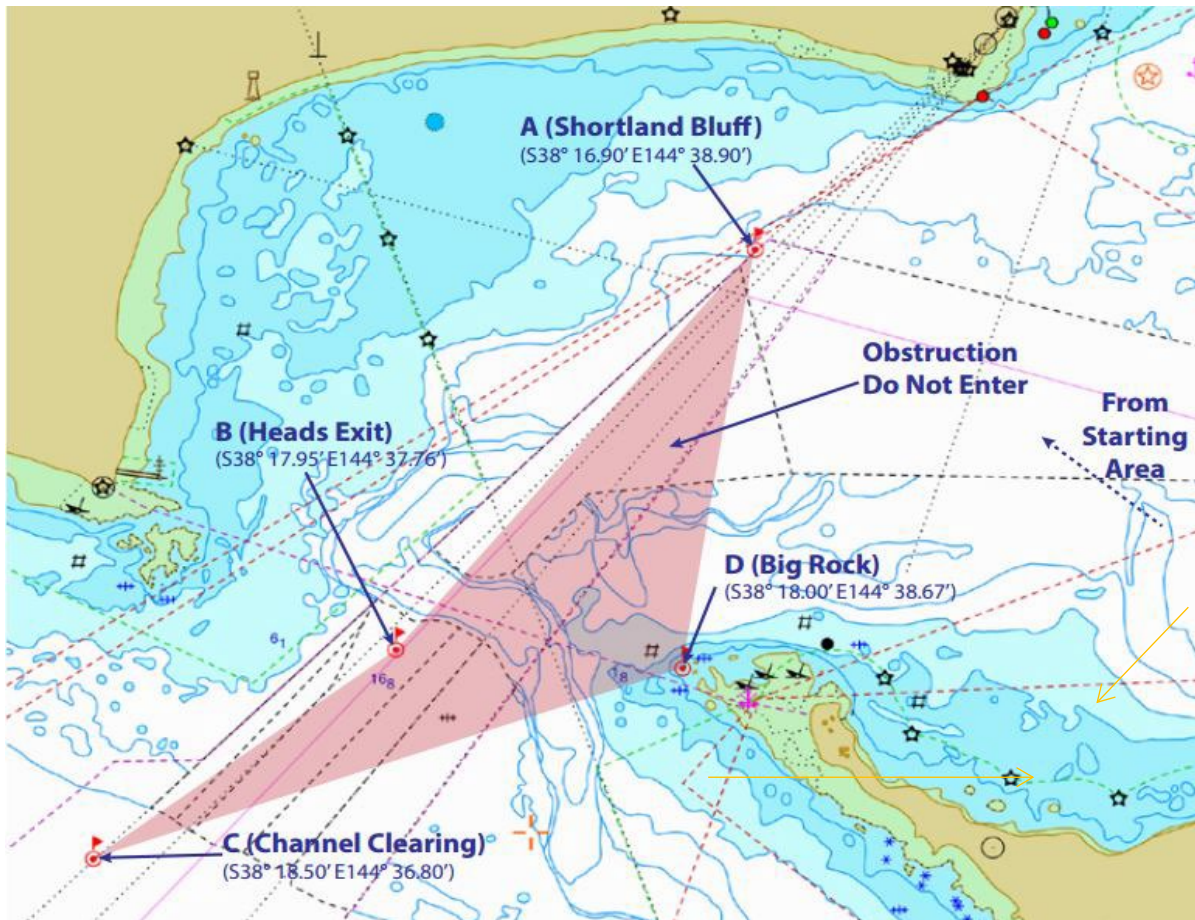
Note: the positions shown in these diagrams are approximate and for planning purposes only. The diagrams should not be used for navigation and the positions shown may vary on the day.

B1 From the starting line:

- B1.1. Leaving to port a virtual buoy at S38° 16.900' E144° 38.900'
- B1.2. For ocean races starting through Port Phillip Heads, yachts are required to keep out of the main channels in the Heads and to avoid obstructing shipping. For this reason, the area bounded by the following locations is an obstruction:

Mark	Position	Description
ORCVA	S38° 16.900' E144° 38.900'	Shortland Bluff
ORCVB	S38° 17.950' E144° 37.760'	Heads Exit
ORCVC	S38° 18.500' E144° 36.800'	Channel Clearing
ORCVD	S38° 18.000' E144° 38.670'	Big Rock

- B1.3. Yachts shown to have sailed within the bounds of this Exclusion Zone may be protested and may be penalised as described in SI 9.
- B1.4. Yachts are required to record their track around this obstruction using their chart plotter or similar device, and to take a photograph of this track to demonstrate compliance with the Port Phillip Heads Exit Exclusion Zone. This photograph shall be submitted to the Race Director if requested.

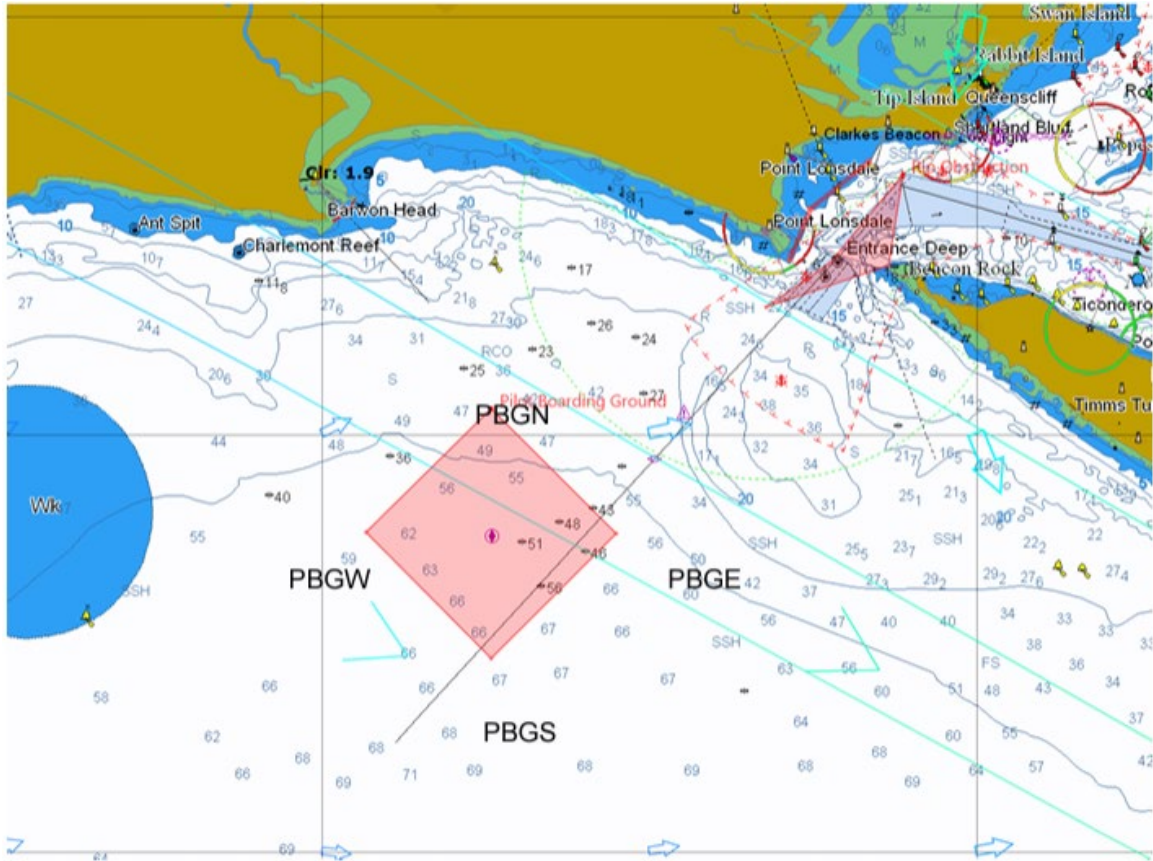


B2 Pilot Boarding Ground Exclusion Zone

- B2.1. Yachts are required to keep clear of the Pilot Boarding Ground outside the Port Phillip Heads to avoid obstructing the pilot boats and shipping.
- B2.2. The area is bounded by the following locations, also shown in the diagram below:


Mark	Position	Description
PBGN	S38° 19.690' E144° 32.600'	Pilot boarding Ground - North
PBGS	S38° 22.690' E144° 32.600'	Pilot boarding Ground - South
PBGE	S38° 21.190' E144° 34.510'	Pilot boarding Ground - East
PBGW	S38° 21.190' E144° 30.690'	Pilot boarding Ground - West

- B2.3. Yachts shown to have sailed within the bounds of this obstruction may be protested and may be penalised as described in SI 9.
- B2.4. Yachts are required to record their track around the Pilot Boarding Ground Exclusion Zone using their chart plotter or similar device, and to take a photograph of this track to demonstrate compliance with the Pilot Boarding Ground Exclusion Zone. This photograph shall be submitted to the Race Director if requested.




B3 The Rip Tide Tables

The following Rip tide tables are provided for information purposes only:

 **The Rip, VIC – March 2025**


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

SUN 2 MAR			MON 3 MAR			TUE 4 MAR			WED 5 MAR			THU 6 MAR		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
	2:03 am	+3.99	12:05 am	2:49 am	+4.05	12:51 am	3:31 am	+4.03	1:33 am	4:12 am	+3.94	2:13 am	4:49 am	+3.82
5:28 am	8:03 am	-4.74	6:00 am	8:41 am	-5.49	6:31 am	9:16 am	-6.14	7:04 am	9:51 am	-6.58	7:38 am	10:28 am	-6.73
11:52 am	2:39 pm	+3.81	12:37 pm	3:20 pm	+4.22	1:20 pm	4:02 pm	+4.45	2:04 pm	4:45 pm	+4.52	2:47 pm	5:28 pm	+4.44
5:35 pm	8:15 pm	-5.19	6:32 pm	9:10 pm	-5.29	7:26 pm	10:02 pm	-5.20	8:18 pm	10:50 pm	-4.97	9:09 pm	11:36 pm	-4.64

 **The Rip, VIC – March 2025**


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

FRI 7 MAR			SAT 8 MAR			SUN 9 MAR			MON 10 MAR			TUE 11 MAR		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
2:52 am	5:25 am	+3.64		12:22 am	-4.23		1:12 am	-3.00		2:07 am	-3.32	1:01 am	3:10 am	-2.05
8:14 am	11:07 am	-6.57	3:30 am	6:04 am	+3.40	4:11 am	6:45 am	+3.04	4:59 am	7:37 am	+2.54	6:07 am	8:54 am	+1.95
3:31 pm	6:12 pm	+4.24	8:54 am	11:49 am	-6.17	9:36 am	12:37 pm	-5.59	10:26 am	1:34 pm	-4.92	11:31 am	2:43 pm	-4.26
10:01 pm			4:16 pm	6:59 pm	+3.96	5:04 pm	7:51 pm	+3.64	5:59 pm	8:51 pm	+3.33	7:05 pm	10:07 pm	+3.13
			10:54 pm			11:53 pm								

 **The Rip, VIC – March 2025**


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

○ FRI 14 MAR			SAT 15 MAR			SUN 16 MAR			MON 17 MAR		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
	12:39 am	+3.36		1:32 am	+3.54		2:15 am	+3.66	12:09 am	2:53 am	+3.68
4:15 am	6:45 am	-3.63	4:55 am	7:29 am	-4.21	5:27 am	8:05 am	-4.69	5:53 am	8:36 am	-5.07
10:38 am	1:22 pm	+2.83	11:23 am	2:07 pm	+3.37	12:00 pm	2:41 pm	+3.76	12:31 pm	3:12 pm	+4.03
4:02 pm	6:50 pm	-4.08	5:04 pm	7:43 pm	-4.37	5:53 pm	8:28 pm	-4.56	6:34 pm	9:09 pm	-4.65
10:40 pm			11:29 pm								

 **The Rip, VIC – March 2025**

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

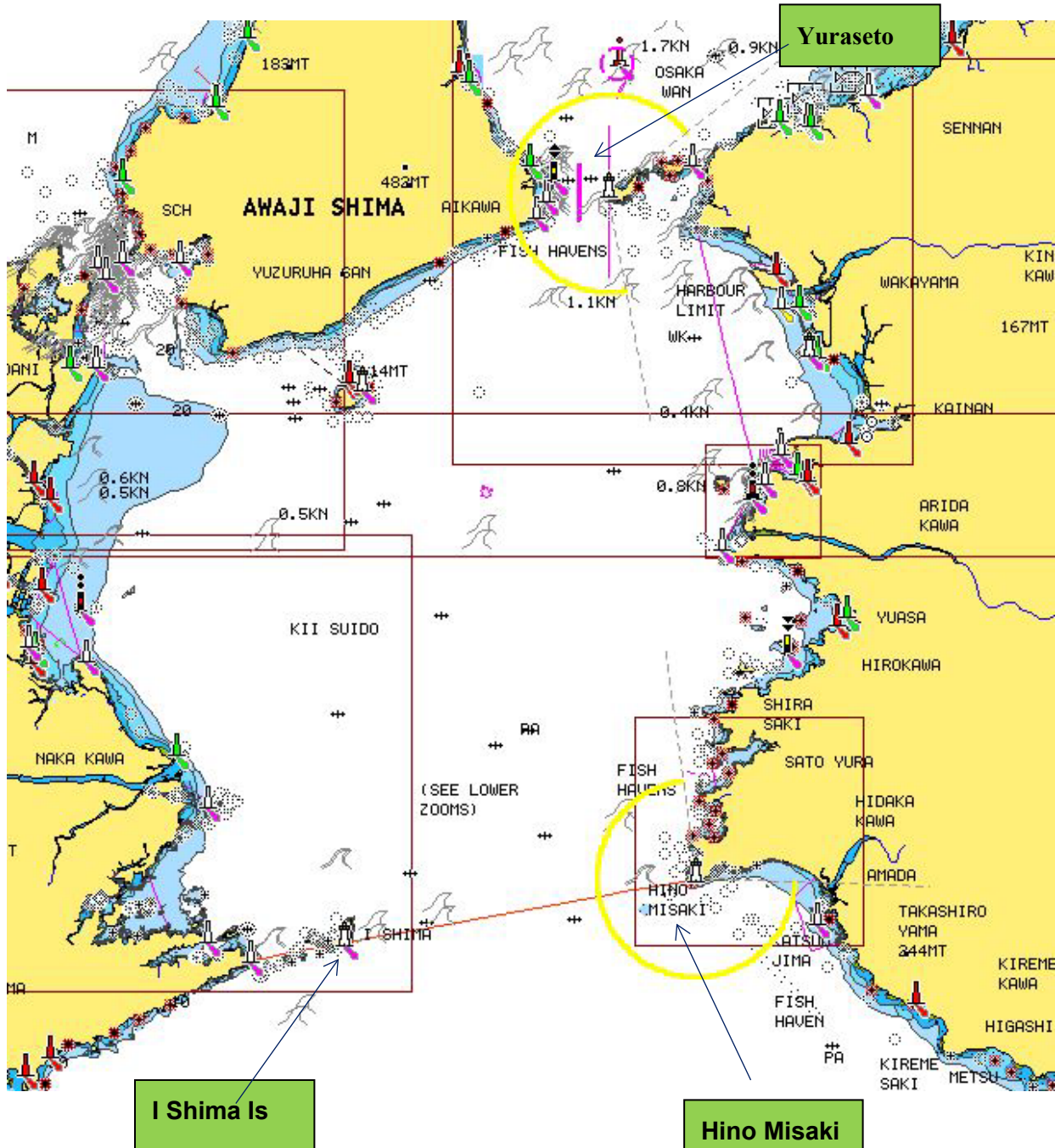
FRI 21 MAR			● SAT 22 MAR			SUN 23 MAR			MON 24 MAR		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
2:13 am	4:44 am	+3.39	2:41 am	5:11 am	+3.26		12:01 am	-3.93		12:41 am	-3.54
7:30 am	10:17 am	-5.59	7:58 am	10:45 am	-5.53	3:10 am	5:40 am	+3.05	3:40 am	6:10 am	+2.76
2:29 pm	5:10 pm	+4.25	3:02 pm	5:42 pm	+4.12	8:26 am	11:17 am	-5.38	8:56 am	11:54 am	-5.14
8:54 pm	11:27 pm	-4.24	9:33 pm			3:36 pm	6:17 pm	+3.92	4:14 pm	6:57 pm	+3.64
						10:16 pm			11:06 pm		

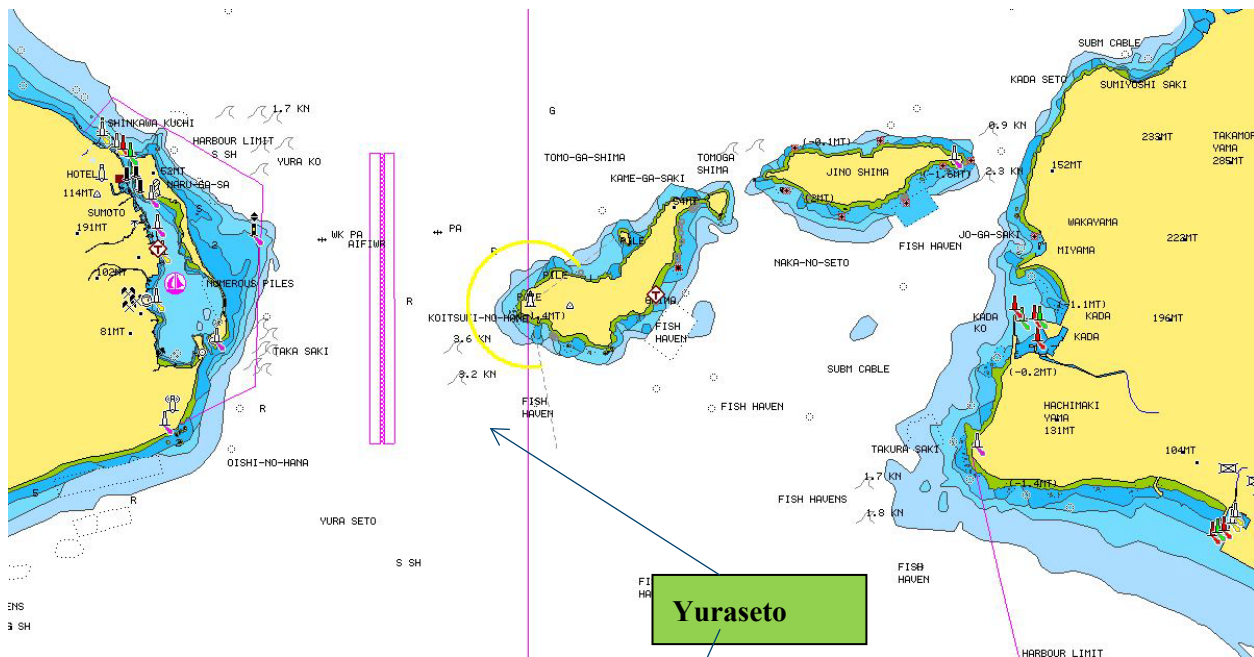
 **The Rip, VIC – March / April 2025**

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

FRI 28 MAR			● SAT 29 MAR			SUN 30 MAR			MON 31 MAR		
SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM		SLACK	MAXIMUM	
TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE	TIME	TIME	RATE
2:14 am	4:35 am	-2.90	3:07 am	5:37 am	-3.62		12:51 am	+3.48		1:43 am	+3.61
8:11 am	11:06 am	+2.03	9:28 am	12:23 pm	+3.01	3:51 am	6:29 am	-4.46	4:31 am	7:14 am	-5.28
1:34 pm	4:31 pm	-3.80	3:14 pm	5:56 pm	-4.09	10:26 am	1:18 pm	+3.80	11:17 am	2:03 pm	+4.34
8:36 pm	11:52 pm	+3.28	9:52 pm			4:31 pm	7:07 pm	-4.50	5:35 pm	8:09 pm	-4.78
						10:54 pm			11:47 pm		

Appendix C: Approaches to Osaka Bay







Appendix D: Declaration

Declaration

I, _____ *[Persons in charge]*, being in charge of the yacht
 _____ *[Yacht name]* have adhered to the rules and conditions of the 2025
 Melbourne to Osaka Cup Race and have noted any required declarations on the rear of this form.
 Finish time in the table below.

Finish Line	Finish Line Crossing time	Yachts in Vicinity
Finish		

- Please tick if you had a safety related incident or near miss during the race. If so, someone from the Incident Management Team will contact you for details.
- Please tick and add details if you have any further information required on your Declaration.

Any comments on the race:

Signed:	
Signed:	
Date:	

Return Voyage

Details of the planned return voyage are:

Expected date/time of departure:		
Destination:		
Expected date/time of arrival:		
Shore based contact who'll be aware of crew changes, next of kin and voyage progress:	Name:	
	Telephone:	
Shore Radio Station with which the yacht will maintain position schedules		
Same crew as for race:	<input type="checkbox"/> Yes <input type="checkbox"/> No, details in table below	
Will you be carrying a Tracker	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> BWT Race Tracker	

The skipper shall SMS the race director once safely at their home port.

Expected crew changes for the return voyage (additions, deletions):

Name	Role(s) or "Deleted"	Next of Kin (for additions)	Phone Number(s)

I note that the ORCV recommends that at least 50% of the crew have completed a similar or long ocean voyage.

Any changes to return crew or sailing plan after handing in this form must be reported to ORCV on the numbers listed in Appendix A1.1

Signed	
Person in Charge	
Date	

