



# ROYAL YACHT CLUB OF VICTORIA

## SAILING INSTRUCTIONS



# Palliser Trophy

## Passage race to Mornington

### Race 2 of Livingston Series

# 9 December 2023





## 1 RULES

- 1.1 As per notice of Race

## 2 CHANGE TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

## 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board in the western foyer of the club house. Notices may also be posted to the RYCV website.
- 3.2 The race office is located at the main RYCV office, telephone 9397 1277, email [rycv@rycv.asn.au](mailto:rycv@rycv.asn.au).
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69.
- 3.4 **[SP][NP]** To comply with NOR4.4 all boats shall register Crew Declarations via the TopYacht Entry System (TES). Crew declarations shall be completed after 0100 hrs on the Monday before the day of the race and before 15 mins prior to the warning signal of the boats first race of the day, electronically via the following link - <http://tymob.net.au/1746> Failure to lodge a crew declaration will result in the boat being scored ZPF in accordance with RRS44.3(c) without a hearing for each race the boat fails to lodge a crew declaration on that day. This changes RRS 63.1, A4 and A5.

## 4 SIGNALS MADE ASHORE

- 4.1 All race committee signals made ashore will be made from the main flagpole on the lawn to the North of the RYCV clubhouse.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes in the RRS Race Signals.

## 5 SCHEDULE OF RACE

### 5.1 One Class

Date	Warning Signal	Division Flag
9 December 2023	0955hrs	Code Flag R

## 6 START SEQUENCE

- 6.1 The Race shall be started according to signals as in RRS 26.



## 7 START LINE

- 7.1 The starting line shall be to the East of and in the vicinity of Port of Melbourne channel marker 73.
- 7.2 The starting line shall be an imaginary line between the flag mast bearing an orange flag on the committee vessel and an orange cylindrical buoy.
- 7.3 A crowding buoy may be laid in the vicinity of the committee vessel.
- 7.4 After the preparatory signal, but before correctly starting:
- 7.5 Any boat touching the crowding buoy or passing from the pre-start side of the starting line to the course side of the starting line between the crowding buoy and the committee vessel shall return to the pre-start side of the starting line by passing on the course side of and around the committee vessel.
- 7.6 Any boat passing from the course side to the pre-start side of the starting line between the crowding buoy and the committee vessel shall be disqualified.
- 7.7 [DP] A boat starting more than 10 minutes after their starting signal shall be scored DNS

## 8 FINISH LINE

- 8.1 The finishing line shall be an imaginary line between the black line on a yellow disc on the northeast face of the Mornington Yacht Club (MYC) tower (by the signal mast) and the MYC Finish Mark being an orange spar buoy located approximately 150m east of the Mornington Pier light (about 38° 12.55'S 145° 02.26'E) and leaving to starboard an orange spar limit mark on the edge of the obstruction where boats may not race described in SI 10.3.
- 8.2 Boats should finish in a south easterly direction. See diagram in Appendix A
- 8.3 After 1600hrs boats must take their own finish time and SMS this time to mobile 0402858123.

## 9 MARKS AND COURSES

### 9.1 The Course

Mark	Notes
Start	
R2 37° 54.54'S 144° 56.34'E	Leave to starboard
Special Purpose Buoy 38° 03.51'S 144° 58.02'E	Leave to port
Finish	



## **10 AREAS THAT ARE OBSTRUCTIONS**

- 10.1 The following areas are designated as obstructions: The waters of Webb Dock, the waters West of the Williamstown Channel contained between Gellibrand Pier and Breakwater Pier. the Williamstown Channel south of Number 17 Channel Beacon and the Port Melbourne Channel south of Number 15 Channel beacon. These waters are out of bounds, boats shall not race in the waters of these Channels.
- 10.2 Swing Basins are also obstructions and out of bounds when a vessel with an LOA of 50m or greater when is manoeuvring within the swing basin. Designated swing basins have been established at the following locations:
- 10.2.1 At the entrance to Webb Dock
  - 10.2.2 Off the end of Gellibrand Pier
  - 10.2.3 Off the end of Station Pier
- 10.3 The whole of the Mornington Harbour shall be an Obstruction while racing.
- 10.3.1 The Harbour Obstruction shall be the area of water bounded by Mornington Pier; the outer Speed Restriction Pile, the Harbour Limit Clearance Buoy adjacent to the finishing line, the inner Speed Restriction pile, and the Public Boat Launching Ramp. See diagram in Appendix B.
  - 10.3.2 Boats should not pass between the yellow Outer Speed Restriction Pile laid NE of the Mornington Pier and the pier at any time. Respecting the rights of the users of the pier is paramount.
- 10.4 [DP] Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified



## **11 HEARING REQUESTS**

- 11.1 The protest time limit is 90 minutes after the last boat has finished the last race of the day, or the race committee signals no more racing today, whichever is later.
- 11.2 Notice of intension to request a hearing must be advised on mobile 0402858123 within the protest time limit and written forms must be lodged at the race office within 24hours of the time limit.
- 11.3 Hearing request forms are available from the race office. Or online <http://rycv.com.au/wp-content/uploads/2020/12/Protest-Form.pdf>
- 11.4 Interested parties will be contacted to advise the time and location of hearing.

## **12 OFFICIAL VESSELS**

- 12.1 Official vessels will display the Royal Yacht Club of Victoria burgee.

## **13 FURTHER INFORMATION**

For further information please contact:

Andy Warner

RYCV Sailing Manager

[sailmanager@rycv.asn.au](mailto:sailmanager@rycv.asn.au)

mobile 0402858123



## **APPENDIX A - Be safe around commercial shipping.**

Due to the density of traffic, shipping channels and their approaches are areas where the interaction between large ships and small craft can be particularly hazardous. Small boat operators should exercise caution in the vicinity of these areas and must avoid impeding the passage of vessels which can safely navigate only within the confines of a shipping channel or fairway. This is true when yacht racing and when travelling to and from.

Due to the speed of approach of commercial shipping it is important to keep a good lookout astern as well as ahead. Constant bearings between vessels are an indicator of a collision course.

When taking action to avoid a collision, avoid small alterations of course and speed, make bold alterations to make it readily apparent to the commercial vessel you are keeping well clear – do not leave action to the last minute as when sailing close to a large vessel its size could well rob a yacht of the wind, making it difficult to manoeuvre at a potentially critical moment in the interaction between the two vessels.

If you are hearing 5 or more short horn blasts from a commercial vessel, you are already too close and/or your intentions are not clear.

Regarding communication, each boat is required by Special Regulations Category 6 to carry a VHF radio in working order. The Race Committee will be communicating to competitors on Ch 69 which may include important race information and navigational warnings. It is highly recommended that it is switched on and monitored. If a competitor wishes to communicate with a ship or listen to traffic information from Melbourne VTS, they may do so on Ch 12. If a boat is fitted with Automated Identifying System (AIS) it is highly recommended that it is switched on and monitored.

Attention is drawn to Harbour Master's Directions Section 5 which states among other things that all recreational vessels shall keep clear of all commercial vessels over 50m, if in doubt assume it is over 50m, and all tugs and line boats assisting in the movement and berthing of another vessel.

Attention is also drawn to International Rules for the Prevention of Collision at Sea Rule 5 - Lookout

## APPENDIX B

