



ROYAL YACHT CLUB OF VICTORIA
SAILING INSTRUCTIONS
As amended 8/02/2024



Bluebird Victorian Sate Championships 2024
3 February to 16 March 2004

Bluebird Victorian State Championships 2024

Sailing Instructions

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.

3.3 **[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 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/1765>
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.

3.4 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69.

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 CLASS FLAG – Naval Numeral 1

Warning Signal	
1255hrs 03 February 2024	Race 1 and Race 2 ASAP after race 1
1055 hrs 10 February 2024	Race 3 and Race 4 ASAP after race 3
1255hrs 17 February 2024	Race 5 Long Race
1255hrs 24 February 2024	Race 6 and Race 7 ASAP after race 6
1255 hrs 16 March 2022	Race 8 Long Race

6 START SEQUENCE

- 6.1 The Race shall be started according to signals as in RRS 26.
- 6.2 There will be other starts on the same course area for races on 17 February, and 16 March 2023 using class flag "R".

7 START LINE

- 7.1 The starting line shall be an imaginary line between the flag mast bearing an orange flag on the committee vessel and the start mark.
- 7.2 A crowding buoy may be laid in the vicinity of the committee vessel.
- 7.3 After the preparatory signal, but before correctly starting:
- 7.4 Any boat 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 or touching the crowding buoy shall return to the pre-start side of the starting line by passing on the course side of and around the committee vessel before starting.
- 7.5 **[DP]** A boat starting more than 10 minutes after their starting signal shall be scored DNS without a hearing.

8 FINISH LINE

- 8.1 The finishing line will be between a mast or staff displaying a blue flag on a Race Committee Vessel and the finish mark.

9 MARKS AND COURSES

- 9.1 Courses for the long races will be selected from Appendix C by the race committee. The course number selected will be signalled by the display of numeral flags.
- 9.2 Courses for the short course races as Appendix B and signalled by numeral flag 3.
- 9.3 Marks 1, 2, and Gate will be yellow inflatable buoys.
- 9.4 Mark 4 will be an orange inflatable mark.
- 9.5 For courses 1 and 2, Mark 2 will be an offset mark approximately 50 metres from mark 1 at approx. 90degrees from the first leg.
- 9.6 The Start pin mark will be an orange inflatable mark.
- 9.7 The Finish pin mark will be a blue inflatable mark.
- 9.8 A change mark will be the same colour as the mark it replaces, but with a black band.
- 9.9 In the event of a missing leeward gate mark, the remaining mark shall be left to port.

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. These waters are out of bounds, boats shall not race in these waters.
- 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 Boats must avoid impeding the passage of vessels which can safely navigate only within the confines of any shipping channel.
- 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.
- 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 TIME LIMITS

- 13.1 For the Short Course Races, the time limit for a race is two hours.
 - 13.1.1 If one boat finishes within the time limit, the time limit will be extended by 20 minutes. Boats failing to finish within the extended time limit shall be scored DNF without a hearing. This alters RRS 35 and A5.
- 13.2 For the Long Course Race, the time limit for the race is 3.3 hours.
 - 13.2.1 If one boat finishes within the time limit, the time limit will be extended by 60 minutes. Boats failing to finish within the extended time limit shall be scored DNF without a hearing. This alters RRS 35 and A5.

14 FURTHER INFORMATION

For further information please contact:
Andy Warner
RYCV Sailing Manager
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.

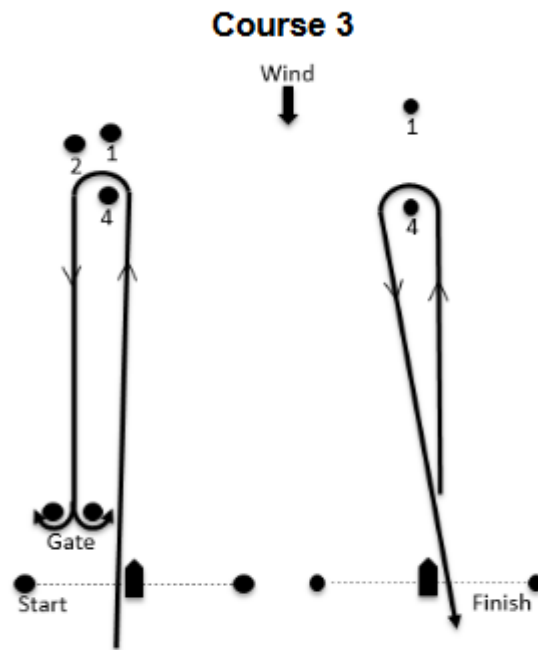
If you are hearing 5 or more short horn blasts from a commercial vessel, you are already too close and/or your intentions are not clear.

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 Short Races



Start – 4 – Gate – 4 – Finish



BRAVO COURSE AREA

APPENDIX C Long Races

Course 38 – Southerly

Distance 13.4 nm



Start/Finish – South of Gellibrand Shoal Mark
Start in a Southerly direction – Uniform mark to
starboard - P3 to port – P2 to starboard – Zulu mark to
starboard - finish.

Course 39 – Southerly

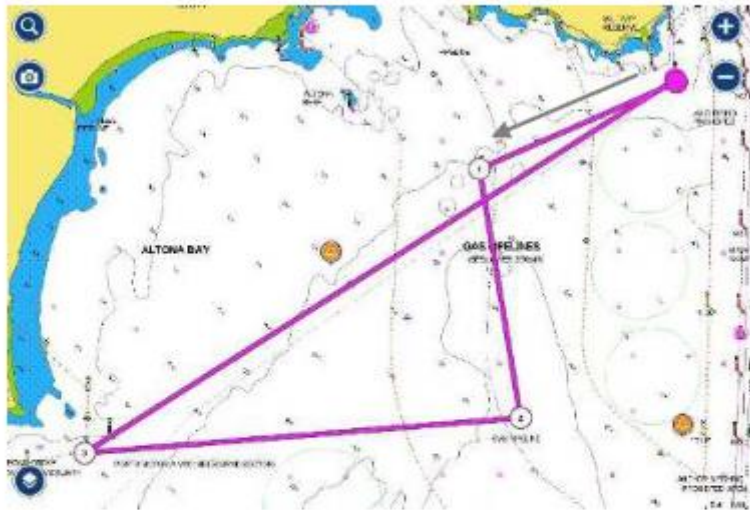
Distance 11.7 nm



Start/Finish - South of Gellibrand Shoal Mark
Start in a Southerly direction – P2 to starboard – Zulu
mark to starboard – P3 to starboard – P2 to port -
finish.

Course 40 – Westerly

Distance 13.4 nm



Start/Finish - South of Gellibrand Shoal Mark

Start in a Westerly direction – P3 to port – P2 to starboard – Pt Cook Sanctuary Limit mark to starboard - finish.

Course 41 – Westerly

Distance 13.4 nm



Start/Finish - South of Gellibrand Shoal Mark

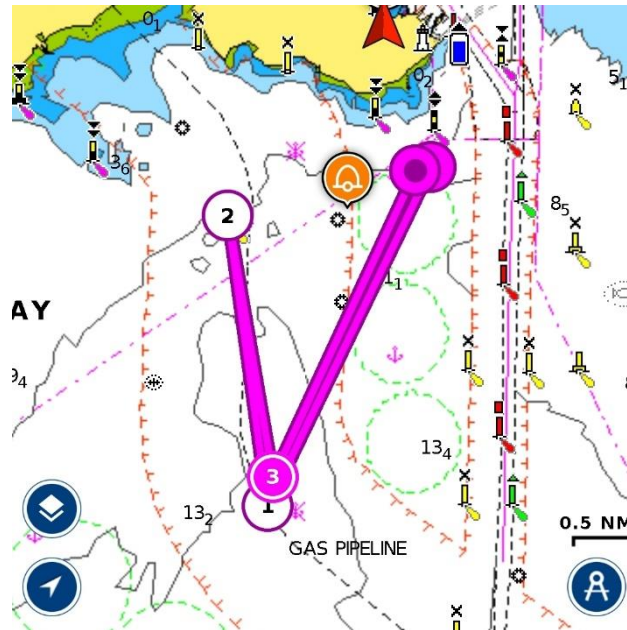
Start in a Westerly direction – P3 to port - Pt Cook Sanctuary Limit mark to port – P2 to port – P3 to starboard - finish.

Course 45



Start/Finish – South of Gellibrand Shoal Mark
Start in a southerly direction – Uniform mark
to Starboard – P2 to Starboard – Zulu mark
to Starboard – Finish

Course 46



Start/Finish – South of Gellibrand Shoal Mark
Start in a southerly direction – P2 to Starboard –
P3 to Starboard P2 to Port – Finish

FIXED MARK DESCRIPTIONS

Descriptions

Starting mark – An orange cylindrical buoy

P2 a yellow buoy marked P2 37 55.46S 144 53.19E

P3 a pile with light frame 37 53.38S 144 52.85E

Point Cook -Sanctuary Limit mark 37 55.74S 144 48.69E

Uniform Orange laid mark 37 55.64S 144o54.97E

Zulu Yellow laid mark 37 54.20S 144 51.26E

Finish mark – A blue cylindrical mark