



ROYAL YACHT CLUB OF VICTORIA

**SUMMER
WEDNESDAY AFTERNOON PURSUIT
RACES
for the RIVERS CUP**

4 October 2023 – 24 April 2024



SUMMER WEDNESDAY AFTERNOON PURSUIT RACES

SAILING INSTRUCTIONS

1 RULES

- 1.1 Rules as per Notice of Race

2 CHANGE TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 1230 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 and communicated by short message service to mobile numbers listed on an entrant's entry form.
- 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 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.**
- 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 Signals made ashore will be displayed on the Royal Yacht Club of Victoria flag mast located on the lawn.
- 4.2 When international code flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the RRS race signals AP. Confirmation that this signal has been displayed and removed may be communicated by short message service to mobile numbers listed on an entrant's entry form.

5 CLASSES

- 5.1 Pursuit Class designated by International Code Flag "W".
- 5.2 On each day of racing the warning signal will be made at 1355hrs
Each boats start time will be published on the Race Notice board and on-line <http://rycv.com.au/sailing/keelboat/start-sheets/> *The Royal Yacht Club of Victoria reserves the right to alter or adjust any start time found to be incorrectly calculated or printed (See NOR 1.6)*

6 USE OF SPINNAKERS



- 6.1 Boats are defaulted to the “No Extras” start grouping. Boats are expected to compete with working sails suitable for sailing to windward and tacked on the centre line. Working sails may have clews poled out.
- 6.2 Boats electing to switch out of “No Extras” and use a spinnaker or other sails must advise the selection to the Race Committee between 1345 and 1400hrs on VHF radio Ch 69 and receive an acknowledgement from the Race Committee. Such boats will start in the Start Group designated for Spinnakers.



7 SCHEDULE OF RACES

4 Oct 2023	31 Jan 2024
11 Oct 2023	7 Feb 2024
18 Oct 2023	14 Feb 2024
25 Oct 2023	21 Feb 2024
1 Nov 2023	28 Feb 2024
8 Nov 2023	6 Mar 2024
15 Nov 2023	13 Mar 2024
22 Nov 2023	20 Mar 2024
29 Nov 2023	27 Mar 2024
6 Dec 2023	3 Apr 2024
13 Dec 2023	10 Apr 2024
10 Jan 2024	17 Apr 2024
17 Jan 2024	24 Apr 2024
24 Jan 2024	

8 START SEQUENCE

- 8.1 Each race will commence with flag signals as per RRS26. The preparatory signal for each Start Group is deemed to be 4 minutes before that start group start time
- 8.2 **[DP]** Competitors shall not start before their designated Group Start time
- 8.2.1 Group 1 starts with the lowering of the Class Flag "W". After start Group 1 starts international code flag 2 will be displayed.
- 8.2.2 When Group 2 starts a sound signal will be made and code flag 2 will be removed. After group 2 starts, code flag 3 will be displayed.
- 8.2.3 When Group 3 starts a sound signal will be made and code flag 3 will be removed. After group 3 starts, code flag 4 will be displayed.
- 8.2.4 This shall continue until all subsequent groups have started.

9 START LINE

- 9.1 The starting line shall be an imaginary line between the flag mast bearing an orange flag on the committee vessel and a pink inflatable buoy.

10 MARKS AND COURSES

- 10.1 Marks and courses to be sailed shall be selected from those listed in Appendix B.
- 10.2 The course number shall be designated by the display of a numeral board at the stern of the committee vessel prior to the warning signal.



11 AREAS THAT ARE OBSTRUCTIONS

- 11.1 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.
- 11.2 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:
 - 11.2.1 At the entrance to Webb Dock
 - 11.2.2 Off the end of Gellibrand Pier
 - 11.2.3 Off the end of Station Pier
- 11.3 There is a moving obstruction around any commercial vessel that is under way, extending 500m from the bow, 50m from the stern, and 30m from the sides.
- 11.4 **[DP]** It is a requirement that competitors keep clear of commercial shipping (see Appendix A) Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

12 THE FINISH

- 12.1 The finishing line shall be an imaginary line between the flag mast bearing a blue flag on the committee vessel and a pink inflatable buoy.

13 TIME LIMITS

- 13.1 The time limit is for the first boat is 1715. If no boat finished within the time limit, the race will be abandoned.
- 13.2 **[DP]** Boats that do not finish prior to 1730 shall be scored DNF

14 HEARING REQUESTS

- 14.1 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.
- 14.2 Hearing request forms are available from the race office.
- 14.3 The Parties to the hearing will be advised by the race office, of the time and place of hearing as soon as is practicable.

15 OFFICIAL VESSELS

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



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.

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- Courses

Course 1 (Pursuit) – Northerly

Distance 5.1 nm



Start Finish - Near Xray mark.

Start in a southeasterly direction-V mark to port- R4 to Port-Xray to port-V mark to port R4 to Port-Xray to Port-V mark to port- R4 to port.

Finish in a southwesterly direction.

Course 2 (Pursuit) – Southerly

Distance 5.1 nm



Start Finish - Near Xray mark.

Start is a northeasterly direction R4 to starboard-V mark to starboard-Xray to starboard- R4 to starboard- V mark to starboard- Xray to starboard-R4 to starboard-V mark to starboard.

Finish in a northwesterly direction.



Course 3 (Pursuit) – East/Westerly

Distance 5.6 nm



Start/Finish - Near Xray mark.

Start in a South-westerly direction Gellibrand Shoal mark to starboard – P3 to starboard – Gellibrand Shoal mark to port - finish.

Name	Description	Approx Lat Long
P3	Pile	37° 53.38'S 144° 52.85'E
Gellibrand Shoal	Pile	37° 52.56'S 144° 54.90'E
R4	Yellow buoy	37° 50.70'S, 144° 55.36'E
V	Yellow buoy	37° 51.80'S 144° 55.50'E
Xray	Pink marker	37° 51.28'S 144° 54.97'E