



ROYAL YACHT CLUB OF VICTORIA

SUMMER T&0 and SM SUNDAY PURSUIT RACES

15 October 2023 – 24 March 2024





T & O and S & M SUNDAY PURSUIT SERIES 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 09.30 on the day it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Regatta Notice Board located on the front deck of the RYCV.
- 3.2 Notices may also be posted to the RYCV website and communicated by email or SMS to the number listed on an entrant's entry form.
- 3.3 The race office is located at the main RYCV office, telephone 9397 1277, email rycv@rycv.asn.au.
- 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 "R".
- 5.2 On each day of racing the warning signal will be made at 10.55hrs
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 SAILS

- 6.1 Boats are only to compete with working sails suitable for sailing to windward and tacked on the centre line. Working sails may have clews poled out.



7 SCHEDULE OF RACES

15 Oct 2023	14 Jan 2024
29 Oct 2023	28 Jan 2024
12 Nov 2023	11 Feb 2024
26 Nov 2023	25 Feb 2024
10 Dec 2023	10 Mar 2024
17 Dec 2023	24 Mar 2024
	Provision is made for a
	Resail 03/03/24

8 SIGN IN

All competitors are requested to sign in to Race Control of their intention to race On VHF CH69 between the hours of 10.30am – 10.45am on the day of the race

9 START SEQUENCE will be communicated by radio VHF CH69.

- 9.1 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.
- 9.2 **[DP]** Competitors shall not start before their designated Group Start time.
 - 9.2.1 Group 1 starts with the lowering of the Class Flag. As Group 1 Starts a board displaying numeral 2.
 - 9.2.2 When Group 2 starts a sound signal will be made and the board displaying numeral 2 will be replaced with numeral 3.
 - 9.2.3 When Group 3 starts a sound signal will be made and a board displaying numeral 4 will be displayed.
 - 9.2.4 When Group 4 starts a sound signal will be made and a board displaying numeral 5 will be displayed.
 - 9.2.5 This shall continue until all subsequent groups have started.

10 START LINE

- 10.1 The starting line will be between the flag staff displaying the club burgee next to the race box at the northern end of the RYCV marina, and mark Xray. When starting there is a designated obstruction along the line between Channel Markers 19 and 21 and yachts may not pass to the West of this line.

11 MARKS AND COURSES

- 11.1 Marks and courses to be sailed shall be selected from those listed in Appendix B.
- 11.2 The course number shall be designated by the display of numeral boards prior to the warning signal and will be broadcast to competitors on VHF Ch 69 prior to start.



12 AREAS THAT ARE OBSTRUCTIONS

- 12.1 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.
- 12.2 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:
 - 12.2.1 At the entrance to Webb Dock
 - 12.2.2 Off the end of Gellibrand Pier
 - 12.2.3 Off the end of Station Pier
- 12.3 **[DP]** Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

13 THE FINISH

- 13.1 The finishing line shall be between the flag staff displaying the club burgee next to the race box at the northern end of the RYCV marina, and mark Xray. When finishing there is a designated obstruction along the line between Channel Markers 19 and 21 and yachts may not pass to the West of this line.
- 13.2 Competitors shall take their own finishing time in the format "HOUR:MIN:SEC" and declare the finish time on VHF Ch 69 to the RYCV Race Committee within 10 minutes of their finishing time.

14 SHORTENING OR ABANDONING AFTER THE START

- 14.1 The Race Committee may shorten or abandon a race in accordance with RRS32.
- 14.2 A radio broadcast from the Race Committee on VHF Ch 69 may substitute for flag and sound signals, and in the case of a shorten course the mark at which the race will finish will be designated. In this instance competitors shall take their own finishing time in the format of "HOUR:MIN:SEC" and declare the finish time on VHF Ch 69 to the RYCV Race Committee within 10 minutes of their finishing time.

15 TIME LIMITS

- 15.1 The time limit is for the first boat is 2.5 hours. If no boat finished within the time limit, the race will be abandoned.
- 15.2 **[DP]** Boats that have not finished within 3 hours shall be recorded and scored DNF. (This alters the RRS)

16 HEARING REQUESTS

- 16.1 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.
- 16.2 Hearing request forms are available from the race office.
- 16.3 The Parties to the hearing will be advised by the race office, of the time and place of hearing as soon as is practicable.

17 OFFICIAL VESSELS

- 17.1 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.

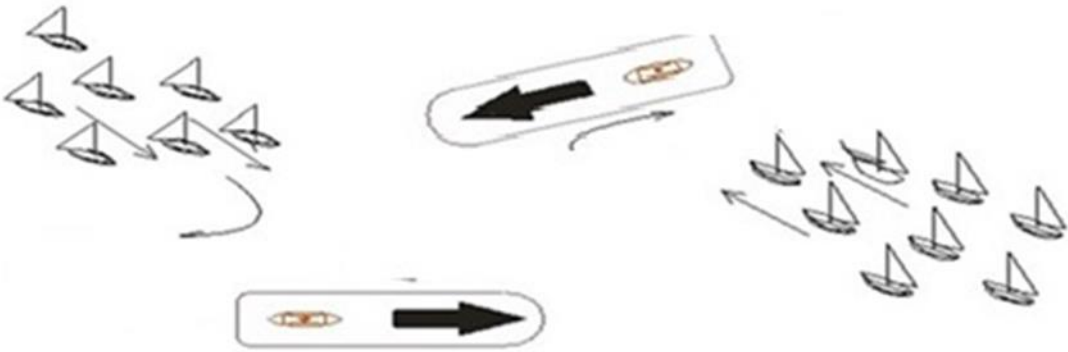
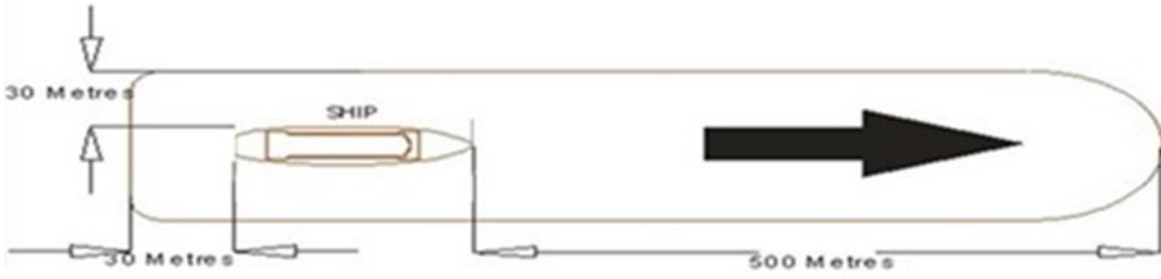
When taking action to avoid a collision, avoid small alterations of course and speed, make bold alterations to make it readily apparent to the commercial vessel you are keeping well clear – do not leave action to the last minute as when sailing close to a large vessel its size could well rob a yacht 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

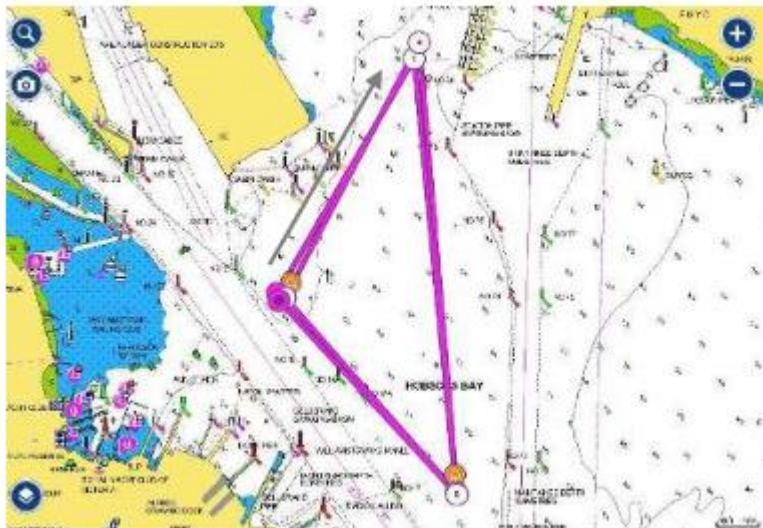
Course 1 – 6.9nm



Start in a South easterly direction all marks to port.

V, R4, Xray - V, R4, Xray - V, R4, finish in a South-easterly direction

Course 2 – 6.9nm



Start in a North-easterly direction all marks to starboard.

R4, V, Xray - R4, V, Xray - R4, V, finish in a North-westerly direction.



Course 3 - 7nm



Start in a South-easterly direction passing marks on the hand designated.
V(starboard), Gellibrand Shoal(starboard), P3 (starboard), Gellibrand Shoal (port), V (port),
finish in a North-westerly direction

Course 12 -5.7nm



Start in a South easterly direction all marks to port.
V, RMYS A, RMYS D, R4, finish in a South-easterly direction



COURSE 13 – 5.7nm



Start in a North-easterly direction all marks to Starboard.
R4, RMYS D, V, finish in a North-westerly direction

MARK DESCRIPTIONS

P3	A pile with light frame	37° 53.38'S 144° 52.85'E
R4	Yellow Buoy located	37° 50.70'S 144° 55.36'E
RMYS A	An orange truncated pyramid	37° 51.90'S 144° 57.47'E
RMYS D	An orange truncated pyramid	37° 51.48'S 144° 57.47'E
V Mark	Yellow Special Purpose Buoy	37° 51.80'S 144° 55.50'E
Xray	RYCV laid mark	37° 51.28'S 144° 54.97'E