



# ROYAL YACHT CLUB OF VICTORIA

## SAILING INSTRUCTIONS



# CHALLENGE 12 SERIES

## 2023 - 24

### windward - leeward

### Short Races

### Laid Marks



# 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](mailto: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/1746> (Competitors from kindred clubs should lodge their crew declarations at the club they entered the race at. 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 RACES

### 5.1 Class Flag is International Code Flag "R"

First Warning	Class
11 Nov 23 at 1325hrs	McCutcheon Cup Race 1
As soon as is practicable after the finish of Race 1	McCutcheon Cup Race 2
2 Dec 23 at 1325hrs	Commodore in Chiefs Trophy Race 1
As soon as is practicable after the finish of Race 1	Commodore in Chiefs Trophy Race 2
20 Jan 24 at 1325hrs	Harold Ward Trophy Race 1
As soon as is practicable after the finish of Race 1	Harold Ward Trophy Race 2
3 Feb 2024	E. O. Digby Trophy Race 1
As soon as is practicable after the finish of Race 1	E. O. Digby Trophy Race 2

## 6 START SEQUENCE

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

## 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 TIME LIMIT

9.1 The time limit for each race will be two hours.

9.2 Boats failing to finish within 60 minutes after the first boat in that division finishes or within the time limit, whichever is the later, will be scored "Did Not Finish" (DNF). This changes RRS 35 and A4



## **10 COURSES**

- 10.1 Appendix B shows the courses,
- 10.2 All marks shall be rounded to port.
- 10.3 When a gate is laid, boats shall pass through the gate and then round either the port or starboard hand mark before commencing the next leg.
- 10.4 The course to be sailed will, no later than the warning signal, be designated by displaying an international numeral pennant corresponding to the course number.
- 10.5 The Race Committee Vessel may advise details of the course to be sailed on VHF Ch 69 approximately 15 minutes before the first warning signal for the race.

## **11 MARKS**

- 11.1 Marks 1, 2, and Gate will be yellow inflatable buoys.
- 11.2 Mark 4 will be an orange inflatable mark.
- 11.3 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.
- 11.4 The Start pin mark will be an orange inflatable mark.
- 11.5 The Finish pin mark will be a blue inflatable mark.
- 11.6 A change mark will be the same colour as the mark it replaces, but with a black band.
- 11.7 In the event of a missing leeward gate mark, the remaining mark shall be left to port.

## **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.
- 12.2 Swing Basins are also obstructions and out of bounds when a vessel with an LOA of 50m or greater when it 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

## **13 SAFETY AROUND COMMERCIAL SHIPPING**

- 13.1 Attention is drawn to Appendix A
- 13.2 **[DP]** Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

## **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 Notice of intention 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.
- 14.3 Hearing request forms are available from the race office. Or online <http://rycv.com.au/wp-content/uploads/2020/12/Protest-Form.pdf>
- 14.4 Interested parties will be contacted to advise the time and location of hearing.



## **15 OFFICIAL VESSELS**

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

## **16 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.

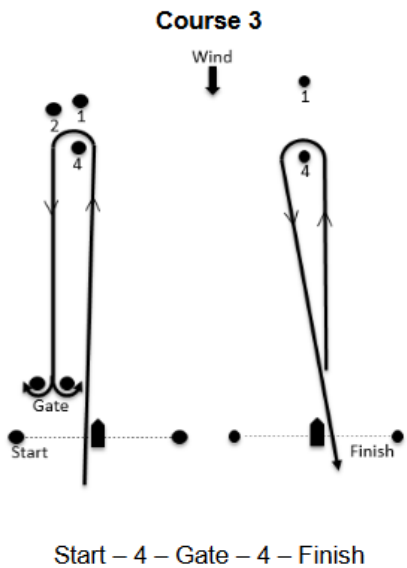
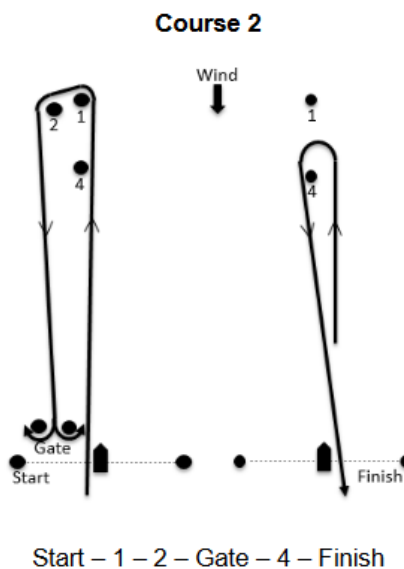
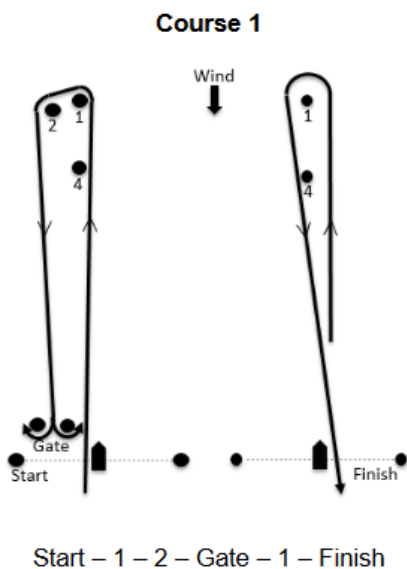
Regarding communication, each boat is required by Special Regulations Category 6 to carry a VHF radio in working order. The Race Committee will be communicating to competitors on Ch 69 which may include important race information and navigational warnings. It is highly recommended that it is switched 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

### B1. COURSES



### APPENDIX B2. COURSE AREA

