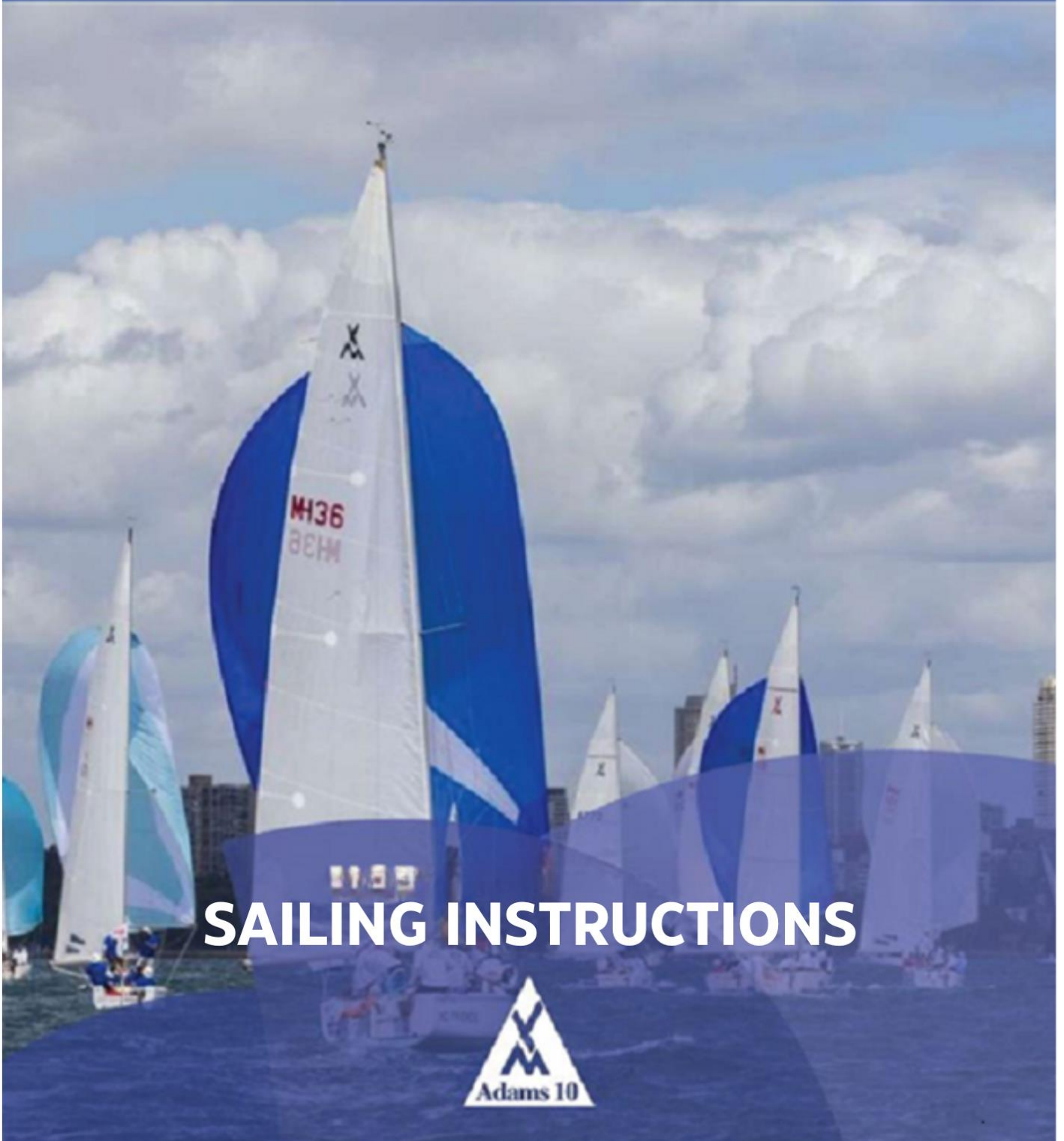




VICTORIAN STATE CHAMPIONSHIPS

9th MARCH - 10th MARCH 2024



SAILING INSTRUCTIONS



Adams 10 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 The race office is located at the main RYCV office, telephone 9397 1277, email rycv@rycv.asn.au.

3.2 **[SP][NP]** To comply with NOR4.4 all boats shall register Crew as follows on each sailing day:

3.3 Instructions for use of electronic sign on/off system:

3.3.1 *Competitors shall provide a contact mobile phone number on the entry system.*

3.3.2 *Competitors will receive a text message prior to the first race containing a link to the sign on system.*

3.3.3 *Prior to leaving the shore, competitors shall click on the link, select the "Sign on/off" link in the menu and select either "Sign on" or "Not Sailing Today".*

3.3.4 *On returning to shore after racing, competitors shall click on the "Sign Off" link.*

3.4 Boats not leaving the harbour for a scheduled race shall promptly use the electronic sign on/off system by selecting "Not Sailing Today".

3.5 After returning to shore on each scheduled racing day, a crew shall sign-off electronically using the online sign on/off system within the protest time limit.

3.6 If for some reason the competitor is having issues with the sign on/off, please call 0412 502 395 and the regatta office will manually sign you on/off.

3.7 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.

4.3 Signals made ashore may be relayed to competitors via SMS.

5 SCHEDULE OF RACES

5.1 As per Notice of Race

5.2 Adams 10 Class Flag – International Code Flag R

5.3 Adams Promotional Regatta competitors will start with and sail the same course as the Adams 10 Class competitors.

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 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 as described in Appendix B and signalled by displaying the international numeral pennants.

9.2 Marks 1, 2, and Gate will be yellow inflatable buoys.

9.3 Mark 4 will be an orange inflatable mark.

9.4 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.

9.5 The Start pin mark will be an orange inflatable mark.

9.6 The Finish pin mark will be a blue inflatable mark.

9.7 A change mark will be the same colour as the mark it replaces, but with a black band.

9.8 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.
- 11.5 Australian Sailing has approved the appointment of a National Jury and pursuant to Rule 70.5 (b) or the Racing Rules of Sailing, the right of appeal against decisions of the Jury are denied

12 OFFICIAL VESSELS

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

13 TIME LIMITS

- 13.1 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.

14 PRIZES

- 14.1 In addition to those competitors being scored in the Adams 10 Class all boats with valid AMS and ORC_{club}WL Certificates will be scored.

15 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.

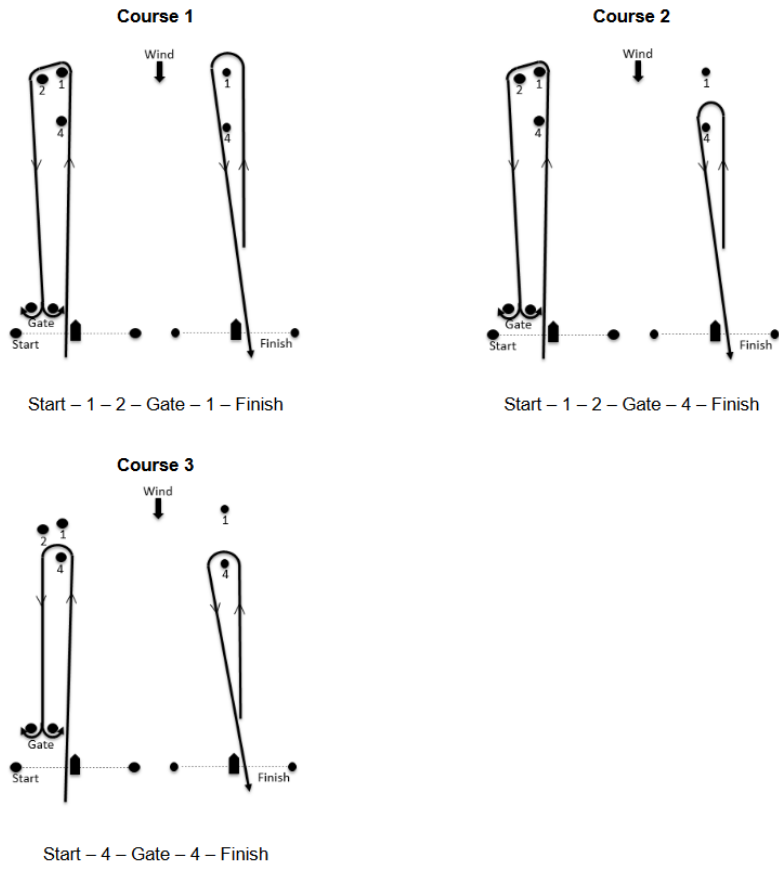
If you are hearing 5 or more short horn blasts from a commercial vessel, you are already too close and/or your intentions are not clear.

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 Courses



COURSE AREA

