



**Royal Yacht Club of Victoria**  
**PHOENIX TROPHY 2024**  
**Passage Race towards Queenscliff**

**SAILING INSTRUCTIONS**

Updated after 24/05 NTC

**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 2000 on the day before it will take effect.
- 2.2. The official notice board is on the RYCV website <http://rycv.com.au/sailing/keelboat/notice-to-competitors/> and notices to competitors may be communicated in addition by posting on the notice board located at the Western entrance to the RYCV clubhouse and or by Short Message Service (SMS) to the entrant.
- 2.3. Notices to competitors will be broadcast on VHF channel 69 at 0800 hours on 25 May and the race committee will monitor and communicate with competitors on this channel until the conclusion of the race.

**3. CREW DECLARATIONS**

- 3.1. **[SP][NP]** To comply with NOR4.4 all boats shall register Crew Declarations via the TopYacht Entry System (TES). Crew declarations shall be completed before 15 mins prior to the warning signal of the boat. 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.
- 3.2. Electronic crew declarations may be made using the link below:  
[https://www.topyacht.com.au/db/kb2/login\\_crew\\_list.php?evid=1780&sn=](https://www.topyacht.com.au/db/kb2/login_crew_list.php?evid=1780&sn=)

**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 race signal AP.

**5. CLASSES**

- 5.1. Pursuit Class designated by International Code Flag "R"
- 5.2. The warning signal will be made at 0825hrs.



## 6. START SEQUENCE

- 6.1. The race will commence with flag signals as per RRS26.
- 6.2. **This pursuit race has five differing sets of starting times listed depending on wind conditions, each with a coloured flag.**
- 6.3. Starting Times for each group will be published on the official notice board and the club web site <http://rycv.com.au/sailing/keelboat/start-sheets/> no less than 24 hours prior to the start.
- 6.4. The coloured flag indicating which start times apply shall be flown ashore from the yard arm of the Club Flag Mast no later than 0800 hours. The first group start is expected to be at 0900 for all listings.

Start List No. 1 Blue Flag.  
Start List No. 2 Yellow Flag.  
Start List No. 3 Red Flag  
Start List No. 4 Green Flag  
Start List No. 5 White Flag

- 6.5. The preparatory signal for each Start Group is deemed to be 4 minutes before that start group start time for the purposes of RRS23.1
- 6.6. Competitors shall not start before their designated Group Start time.
  - 6.6.1. Group 1 starts with the lowering of the Class Flag. As Group 1 starts a board displaying numeral 2 will be displayed adjacent to the start box.
  - 6.6.2. When Group 2 starts a sound signal will be made and the board displaying numeral 2 will be replaced with numeral 3.
  - 6.6.3. When Group 3 starts a sound signal will be made and a board displaying numeral 4 will be displayed.
  - 6.6.4. When Group 4 starts a sound signal will be made and a board displaying numeral 5 will be displayed.
  - 6.6.5. This shall continue until all subsequent groups have started.
- 6.7. In the event that a ship movement in the Williamstown Channel necessitates the postponement of any start group or groups this will be signalled in accordance with RRS27.3. The finishing times of start groups thus effected will be adjusted to reflect the time of any postponements.

## 7. START LINE

- 7.1. The starting line will be between the RYCV burgee on the flag staff at the northern end of the RYCV marina and mark "O".

## 8. COURSES AND MARKS

- 8.1. Courses and marks are as described Appendix B



## 9. AREAS THAT ARE OBSTRUCTIONS

- 9.1. 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. the Williamstown Channel south of Number 17 Channel Beacon and the Port Melbourne Channel south of Number 15 Channel beacon. These waters are out of bounds, boats shall not race in the waters of these Channels.
- 9.2. 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:
  - 9.2.1. At the entrance to Webb Dock
  - 9.2.2. Off the end of Gellibrand Pier
  - 9.2.3. Off the end of Station Pier
- 9.3. **[DP]**Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

## 10. THE FINISH

- 10.1. The Finishing Line shall be the imaginary line between the West Channel Pile Light and West Channel No. 13 Mark.
- 10.2. Yachts shall take a record their finishing time and provide it by SMS to 0402 858 123 within 1 hour of finishing.

## 11. TIME LIMITS

- 11.1. There is no time limit.

## 12. SCORING

- 12.1. Boats will be scored as per the Notice of Race. Elapsed time will be calculated as finish time less actual group start time. Corrected time will be Elapsed time plus White Start List number 5 Time Hcp. Lowest Corrected time wins.

## 13. HEARING REQUESTS

- 13.1. 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.
- 13.2. 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 protest time limit.
- 13.3. Hearing request forms are available from the race office. Or online <http://rycv.com.au/wp-content/uploads/2020/12/Protest-Form.pdf>
- 13.4. Interested parties will be contacted to advise the time and location of hearing.

## 14. OFFICIAL VESSELS

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

## 15. FURTHER INFORMATION

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.

Engines may be used to avoid commercial shipping, but its use must be reported via radio to the race committee at the time and no advantage can be gained by its use.

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

Through Starting Line in an Easterly direction,  
pass through the line defined between Workshop Jetty and Channel Marker 20,  
pass Gellibrand Pile to Starboard,  
pass M2 (Yellow Special Purpose Mark Approx  $38^{\circ} 03.5' S$   $144^{\circ} 52.2' E$ ) to  
Starboard,  
to Finishing Line

