



Royal Yacht Club of Victoria Winter Wednesday Afternoon Pursuit Racing 2024

SAILING INSTRUCTIONS

(Incorporating Notices to Competitors up to #8)

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 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.
- 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 1300 hours and 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 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. 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=

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 "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. SCHEDULE OF RACES

- 6.1. As per Notice of Race

7. COURSES AND MARKS

- 7.1. Courses and marks are as described Appendix B
- 7.2. The course to be sailed shall be designated by the display of international Code flags prior to the warning signal.

8. THE START

- 8.1. The starting line will be between the flag staff displaying an orange flag and an orange inflatable mark.
- 8.2. The race committee will publish a start sheet listing group start times and allocating start times for each boat. The preparatory signal for each boat start time is deemed to be 4 minutes before that start time.
- 8.3. Each race will be started in accordance with RRS Rule 26.
- 8.4. Boats shall not start before their designated start time. Individual Recalls will be made with the display of flag X until each boat has returned to the pre-start side of the line or 2 minutes whichever is the sooner. This alters RRS 29.1
 - 8.4.1. Boats with start time of zero minutes (0) will start the lowering of the Class Flag. Prior to the 2-minute group start time a black ball will be displayed.
 - 8.4.2. Boats with a start time of 2 minutes will start with a sound signal and the black ball will be removed. After the 2-minute group starts, the black ball will again be displayed and a radio message as to the group it refers to may be made.
 - 8.4.3. Boats with a start time of 4 minutes will start with a sound signal and the black ball will be removed. After the 4-minute group starts, the black ball will again be displayed and a radio message as to the group it refers to may be made.
 - 8.4.4. Boats with a start time of 6 minutes will start with a sound signal and the black ball will be removed. After the 6-minute group starts, the black ball will again be displayed and a radio message as to the group it refers to may be made.
 - 8.4.5. When Group 3 starts a sound signal will be made and the black ball will be removed. After group 3 starts, the black ball will again be displayed and a radio message as to the group it refers to may be made.
 - 8.4.6. This shall continue until all subsequent groups have started.

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 will be between a mast or staff displaying a blue flag on a Race Committee Vessel and the finish mark.

11. TIME LIMITS

11.1. The time limit is for the first boat is 1700. If no boat finished within the time limit, the race will be abandoned.

11.2. Boats that do not finish prior to 1715 shall be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

12. SCORING

12.1. Boats will be scored for the Laura Gloria Series as per the Notice of Race.

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 24 hours 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.



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.

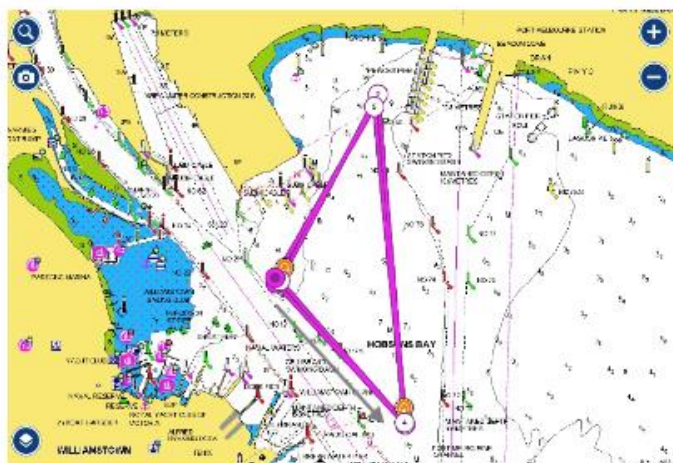
Attention is drawn to Harbour Master's Directions Section 5 which states among other things that all recreational vessels shall keep clear of all commercial vessels over 50m, if in doubt assume it is over 50m, and all tugs and line boats assisting in the movement and berthing of another vessel.

Attention is also drawn to International Rules for the Prevention of Collision at Sea Rule 5 - Lookout

APPENDIX B

Course 1 (Pursuit) – Southerly

Distance 7.6 nm

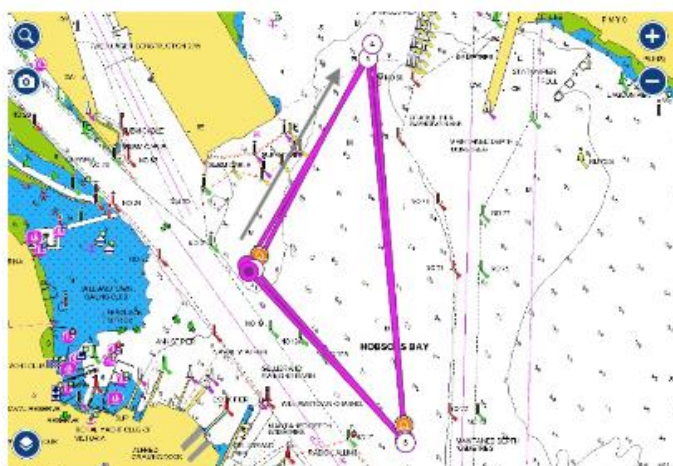


Start/Finish – Near Xray mark.

Start in a South-Easterly 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.

Course 2 (Pursuit) – Northerly

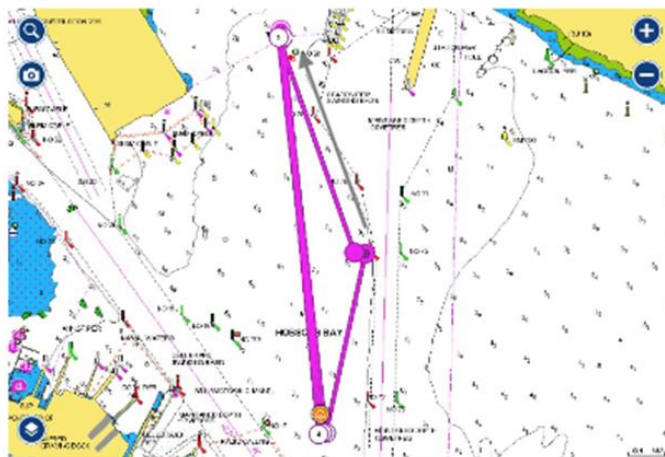
Distance 7.6 nm



Start/Finish – Near Xray mark.

Start in a North-Easterly 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.

Course 19 (Pursuit) – Northerly
Distance 6.9 nm



Start/Finish - West Ch 74.

Start in a Northerly direction - R4 to port - V mark to port – R4 to port – V mark to port – R4 to port – V mark to port - finish.

COURSE 50 (7.9nm)



Start at Xray in a Northerly direction
R4 to starboard
R3 to port
RMYS A to port
R4 to Port
Finish at Xray

COURSE 51 (7.4nm)



Start at Xray in a Northerly direction
 R4 to starboard
 RMYS A to starboard
 R3 to starboard
 R4 to Port
 Finish at Xray

COURSE 52 (7.5nm)



Start at Xray in a Southerly direction
 V to port
 RMYS A to port
 V to port
 RMYS A to port
 V to starboard
 Finish at Xray



Marks

The mark positions and descriptions are approximate and a guide only and must not be used for navigational purposes.

Detailed locations of marks and features within Port Phillip are depicted on the relevant Charts AUS143, AUS154 and AUS155, as modified by Notices to Mariners.

Channel 7 (Ch.7) Port of Melbourne Channel Pile	37 53.83S 144 55.72E
Channel 9 (Ch.9) Port of Melbourne Channel Pile	37 53.19S 144 55.75E
Channel 11 (Ch.11) Port of Melbourne Channel Pile	37 52.69S 144 55.76E
Channel 71 (Ch.71) Port of Melbourne Channel Pile	37 52.06S 144 55.76E
Channel 73 (Ch.73) Port of Melbourne Channel Pile	37 51.72S 144 55.77E
Channel 75 (Ch.75) Port of Melbourne Channel Pile	37 51.29S 144 55.80E
R4 Yellow Buoy located	37 50.70S, 144 55.36E
RMYS A An orange truncated pyramid	37 51.90S 144 57.47E
RMYS D An orange truncated pyramid	37 51.48S, 144 57.47E
RMYS F An orange truncated pyramid	37 53.59S 144 56.30E
V Mark (Volvo Finish mark) Yellow Special Purpose Buoy	37 51.80S 144 55.50E
Xray RYCV laid mark	37 51.28S 144 54.97E