

ROYAL YACHT CLUB OF VICTORIA

Standard Sailing Instructions



Including Supplementary Sailing Instructions:

- A. Wednesday Afternoon Pursuit Races
- B. Wednesday Twilight Fleet Racing
- C. Sunday Pursuit Races
- D. Saturday Fixed Mark Races
- E. Phoenix Trophy Passage towards Queenscliff
- F. Saturday Laid Course Races
- G. Val Hodge Race
- H. Black Bottle Race

For all other series/races refer to the appropriate host Club as nominated on the Sailing Calendar available via the Club Website. In these sailing instructions the term home club means the club where the boat is registered.

1 [SP] CREW DECLARATIONS

- 1.1 All boats shall register their Crew Declarations via the TopYacht Entry System. Crew declarations shall be completed after 0100hrs on the day of the race and before 15 mins prior to the warning signal of the boats first race of the day via the link in the supplementary Sailing Instructions. Failure to lodge a crew declaration will result in the boat being scored DSQ without a hearing for each race the boat fails to lodge a crew declaration for on that day. If boats are competing in two series on the same day a separate declaration for each series needs to be lodged. For example, a boat competing in a Wednesday Afternoon race and a Wednesday Twilight race will be required to lodge a crew declaration for each race.

2 NOTICES TO COMPETITORS

- 2.1 The Official Notice Board for the RYCV is at the following website:
<https://rycv.com.au/sailing/keelboat/notice-to-competitors/>
- 2.2 Any changes to the sailing instructions will be posted on the official noticeboard no later than 2000 on the day preceding the race for which they will take effect.
- 2.3 The host club may make notices to competitors on their website will be posted on the host club's website and attention notified by SMS and/or email along with RRS flags and sound signals a copy of the notice may be posted on the notice board.
- 2.4 Signals made ashore will be displayed on the host club's flagpole and may be repeated at other clubs on their flag poles. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.
- 2.5 Oral amendments to the Sailing Instructions may be made over the radio channel designated in the Supplementary Sailing Instructions (SSI) immediately prior to the warning signal. These may be repeated during the race. This amends RRS Race Signals.

3 RADIO COMMUNICATION

- 3.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 AREAS THAT ARE OBSTRUCTIONS

- 4.1 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.
- 4.2 Swing Basins are also obstructions and out of bounds when a vessel with an LOA of 50m or greater is maneuvering within the swing basin. Designated swing basins have been established at the following locations:
- 4.2.1 At the entrance to Webb Dock
 - 4.2.2 Off the end of Gellibrand Pier
 - 4.2.3 Off the end of Station Pier
- 4.3 There is a moving obstruction around any commercial vessel that is under way, extending 500m from the bow, 50m from the stern, and 30m from the sides.
- 4.4 **[DP]** It is a requirement that competitors keep clear of commercial shipping (see Appendix A) Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

5 HEARING REQUESTS

- 5.1 Protests shall be lodged at the host club within two (2) hours after the finishing time of the last boat of any division to finish. Protest forms may be lodged by email.
- 5.2 Protests will be heard at a time and place to be notified by the Host Club.
- 5.3 Host club contact details are as follows:

| Club | Email | Phone |
|--------------------------------|--|-----------|
| Hobsons Bay Yacht Club | racing@hbyc.org.au | 9376393 |
| Royal Melbourne Yacht Squadron | boating@rmys.com.au | 9534 0227 |
| Royal Yacht Club of Victoria | sailmanager@rycv.asn.au | 93971277 |

6 OFFICIAL VESSELS

- 6.1 Official vessels will display the burgee of the club hosting the event.

7 FURTHER INFORMATION

For further information please contact:

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| Andy Warner RYCV Sailing Manager sailmanager@rycv.asn.au mobile 0402858123 | Owen Church Sailing Admin sailing@rycv.asn.au mobile 0416149167 |
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APPENDIX I - 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 maneuver 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 the VHF race channel which may include important race information and navigational warnings. Competitors will have their radio 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 an Automated Identifying System (AIS) it will be switched on to allow monitoring by the race committee and commercial vessels.

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

[SP] RRS42 is changed so that a boat that cannot manoeuvre safely and is in danger of hindering any commercial shipping shall use her engine to clear such shipping. The boat shall not gain any advantage, and the engine use must be declared to the Race Committee as soon as practicable after finishing.

APPENDIX II - Course Areas

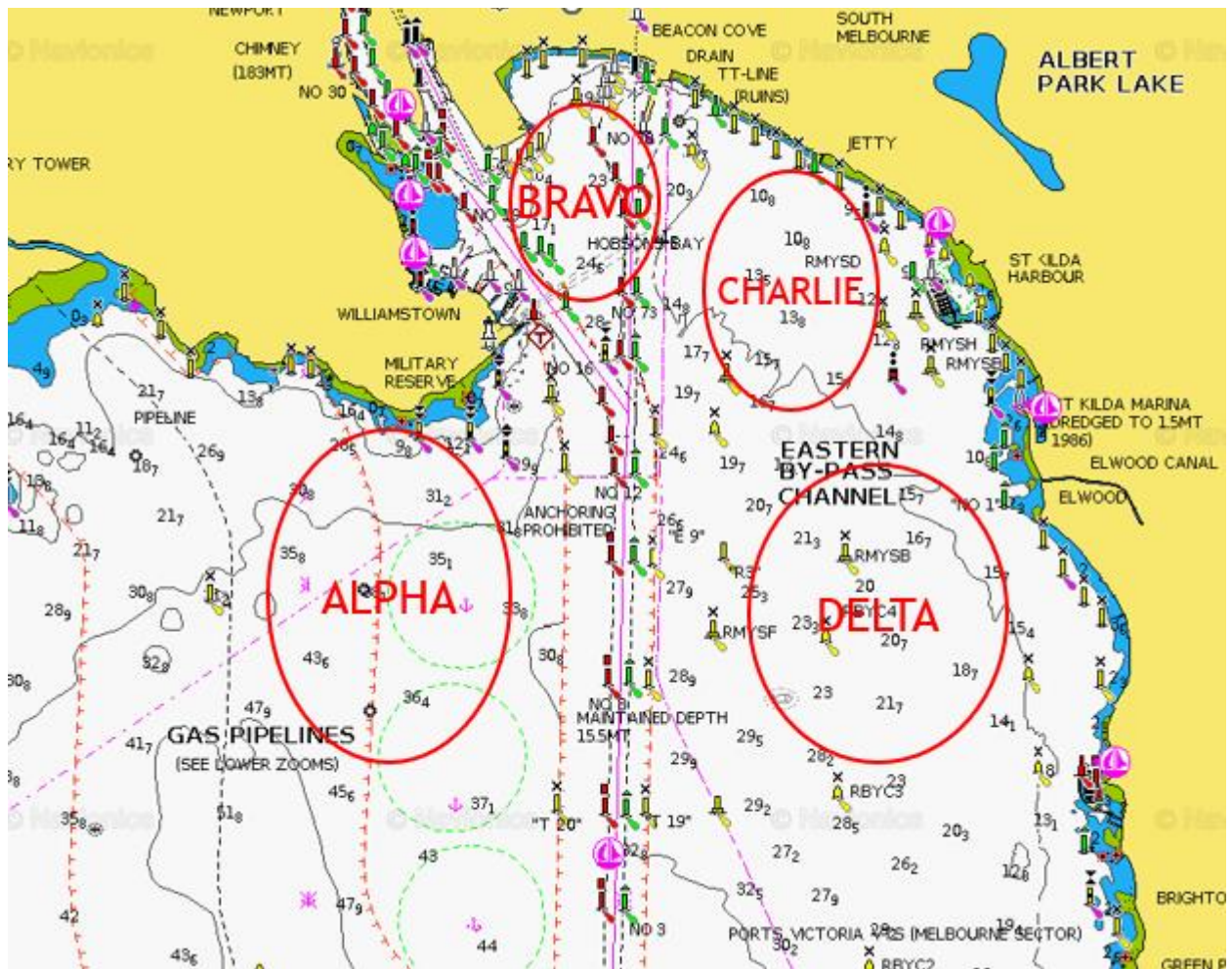


Figure 1 - General Overview of RYCV Course Areas