



Classic Yacht Association of Australia Cup Regatta

2 to 3 November 2024

Sailing Instructions including NTC #1 and NTC #2

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 regatta website <https://rycv.com.au/classic-yachts-cup-regatta-2024/> and attention notified by SMS and/or email along with RRS flags and sound signals. Notices may also be posted on the notice board in the western foyer of the club house.

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

3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69.

3.4 [SP][NP]

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/1820>

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

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 RACE

Date	Race	Warning Signal
2 Nov 2023	Race 1 Laid Course	1055hrs
2 Nov 2023	Race 2 Laid Course	As soon as possible after Race 1
3 Nov 2023	Race 3 Fixed Mark Course	1025hrs
3 Nov 2023	Race 4 Fixed Mark Course	As soon as possible after Race 3

CLASS FLAGS

- 5.1 The Class Flag for Division 1 will be Code Flag R.
 The Class Flag for Division 2 (Tumlarens) will be Code Flag T.
 The Class Flag for Division 3 (including Couta Boats) will be Code Flag W.

6 START LINE

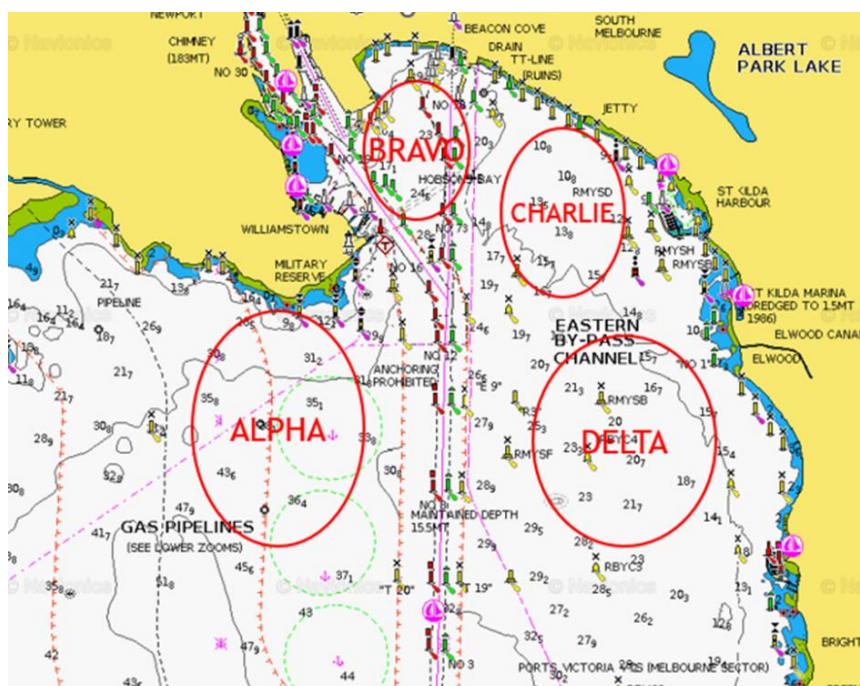
- 6.1 The starting line shall be an imaginary line between the flag mast bearing an orange flag on the committee vessel and the start mark.
 6.2 A crowding buoy may be laid in the vicinity of the committee vessel. When laid, boats shall not pass between the crowding mark and the committee vessel.
 6.3 Any boat touching the crowding buoy shall correct her error in accordance with RRS 30.1
 6.4 [DP] A boat starting more than 10 minutes after their starting signal shall be scored DNS.

7 FINISH LINE

- 7.1 The finish line shall be an imaginary line between the flag mast bearing a blue flag on the committee vessel and the finish mark.

8 COURSES

- 8.1 The courses will be located in area Charlie.



- 8.2 The Courses to be sailed and marks are described in Appendix B
- 8.3 Port rounding's unless otherwise designated
- 8.4 The race committee plans to configure the course to achieve an elapsed time for the leading boat of approximately **75** minutes (Target time).

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. These waters are out of bounds, boats shall not race in these waters.
- 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 Boats must avoid impeding the passage of vessels which can safely navigate only within the confines of any shipping channel.
- 9.4 [DP] Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

10 HEARING REQUESTS

- 10.1 The protest time limit is 60 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.
- 10.2 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 60minutes of the time limit.
- 10.3 Hearing request forms are available from the race office.
- 10.4 Interested parties will be contacted to advise the time and location of hearing.

11 OFFICIAL VESSELS

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

12 TIME LIMITS

- 12.1 The time limit for a race is two and a half hours.
- 12.2 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.

13 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.

Due to the speed of approach of commercial shipping it is important to keep a good lookout 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 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.

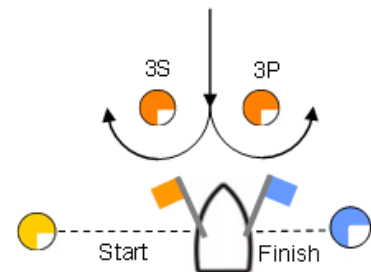
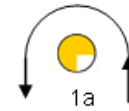
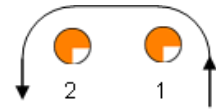
Attention is drawn to Harbour Master's Directions Section 5 which states among other things that all recreational vessels shall keep clear of all commercial vessels over 50m, if in doubt assume it is over 50m, and all tugs and line boats assisting in the movement and berthing of another vessel.

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 B – Windward Leeward Courses

Course	
1	Start, 1, 2, 3(Gate), 1, Finish
2	Start, 1, 2, 3(Gate), 1a, Finish
3	Start, 1a, 3(Gate), 1a, Finish



- At the warning signal the course to be sailed will be signaled by the display of the corresponding international numeral pennant
- The approximate magnetic bearing of the first rounding mark in relation to the start mark will be displayed on a board on the Race Committee Vessel prior to the start.
- In the event of 3S being missing 3P should be rounded to port.
- Start mark will be a yellow inflatable mark.
- Finish mark will be a blue inflatable mark
- 1, 2, 3P&S marks will be orange inflatable marks.
- Mark 1a will be a yellow inflatable mark.
- Any change mark will be the same colour as the mark it replaces, but with a black band.

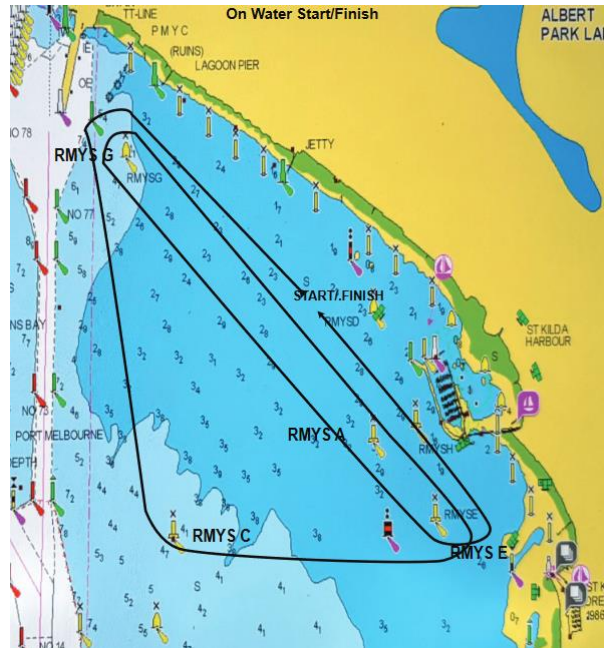
APPENDIX B – Fixed Mark Courses

Course 11 (Northerly Wind) 6.7 NM



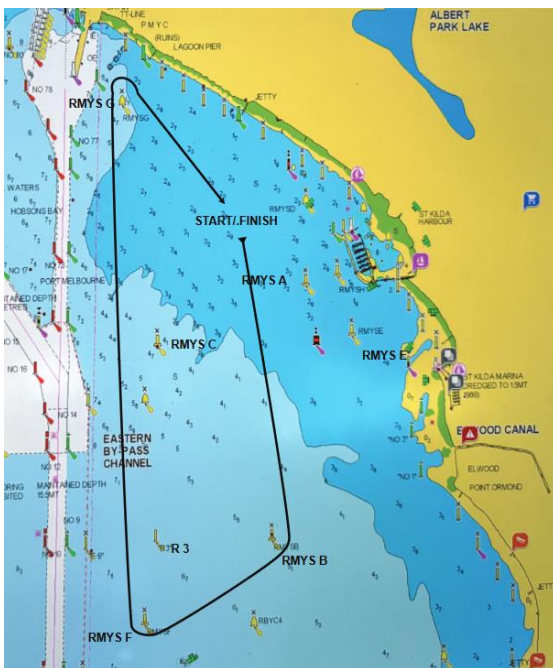
Start to RMYS G (P) to RMYS F (P) to RMYS B (P) to RMYS E (P) to RMYS A (P) to Finish

Course 13 (Northerly Wind) 9.2 NM



Start to RMYS G (P) to RMYS C (P) to RMYS E (P) to RMYS A (P) to RMYS E (P) to Finish.

Course 12 (Southerly Wind) 6.4 NM



Start to RMYS B (S) to RMYS F (S) to RMYS G (S) to Finish

Course 14 (Southerly Wind) 8.2 NM



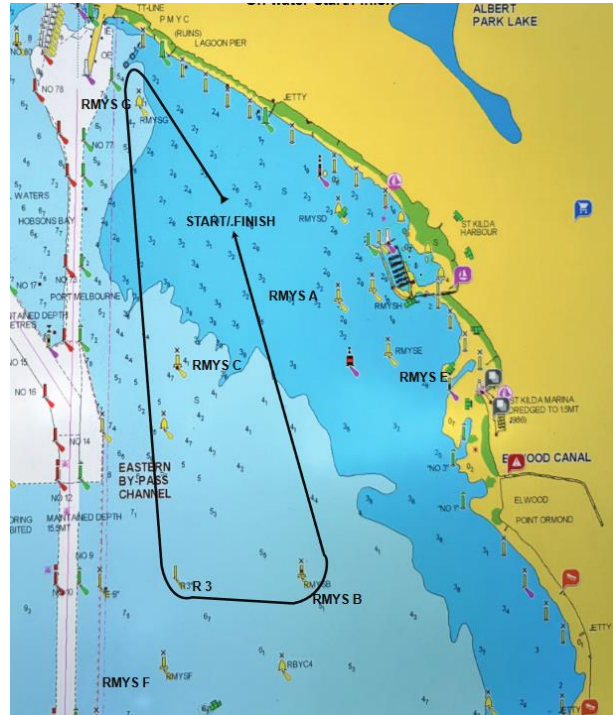
Start to R3 (P) to RMYS B (P) to RMYS E (P) to RMYS A (P) to RMYS G (P) to Finish

Course 17 (Southerly Wind) 5.6 NM

Course 15 (Westerly Wind) 5.4 NM



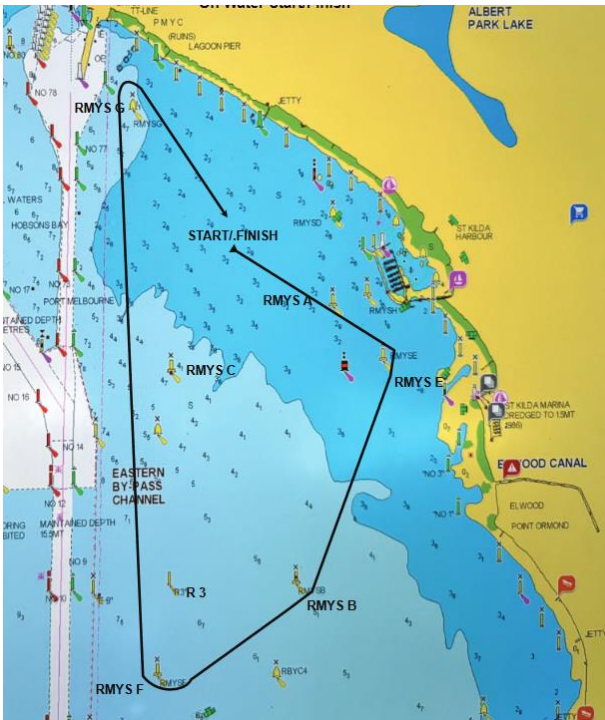
Start to RMYS C (P) to RMYS F (P) to RMYS B (P) to RMYS E (P) to RMYS A (P) to Finish



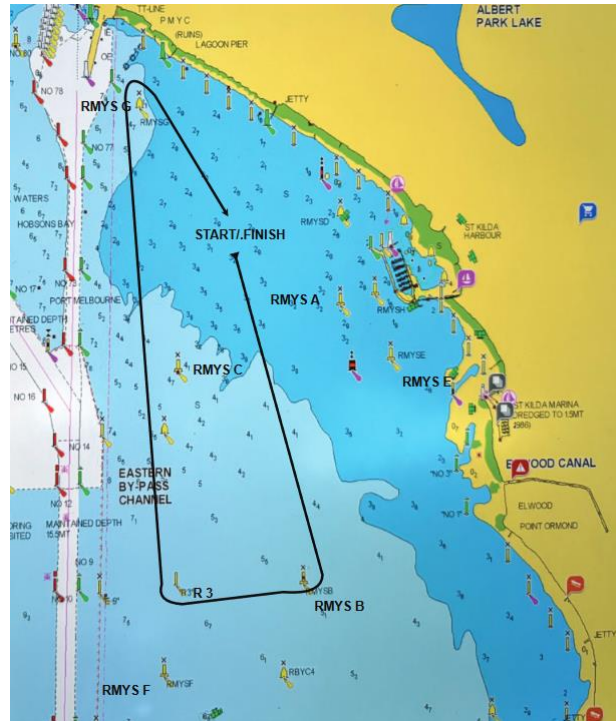
Start to RMYS G (P) to R# (P) to RMYS B (P) to Finish

Course 18 Southerly Wind 5.8 NM

Course 16 (Southerly Wind) 6.69 NM



Start to RMYS E (S) to RMYS B (S) to RMYS F (S) to RMYS G (S) to Finish



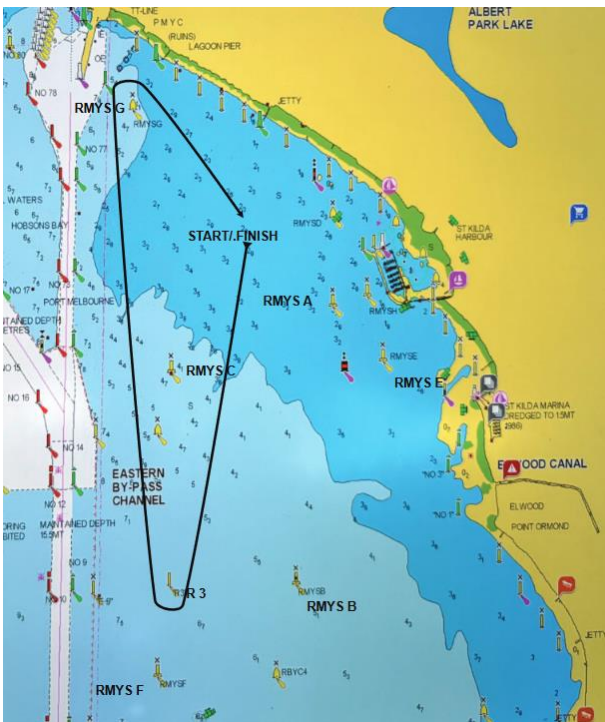
Start to RMYS B (S) to R3 (S) to RMYS G (S) to Finish

Course Nineteen Northerly Wind 5.3 NM



Start to RMYS G (P) to RMYS C (P)
to RMYS B (P) to Finish

Course Twenty Southerly Wind 5.2 NM



Start to R3 (S) to RMYS G (S) to
Finish

Marks

- Latitude and longitude are approximate, and no guarantee of accuracy may be presumed.
- The positions of fixed navigation marks listed below are as shown on the current Australian charts AUS 143, 154 and 155 as modified by Notices to Mariners.

RMYS Club Marks

- RMYS fixed mark are a yellow cylinder with a light sequence of Fl (4) Y. 10s.

RMYS Marks

Mark	Colour	Lat °S	Long °E
RMYS A	Yellow	37° 51.901'	144° 57.479'
RMYS B	Yellow	37° 53.207'	144° 57.224'
RMYS C	Yellow	37° 52.183'	144° 56.425'
RMYS D	Yellow	37° 51.507'	144° 57.469'
RMYS E	Yellow	37° 52.157'	144° 57.807'
RMYS F	Yellow	37° 53.581'	144° 56.299'
RMYS G	Yellow	37° 50.945'	144° 56.104'
RMYS H	Yellow	37° 51.868'	144° 57.676'