



PRESENTED BY
HAMILTON ISLAND



ROYAL YACHT CLUB OF VICTORIA SAILING INSTRUCTIONS



Val Hodge Trophy
2 February 2025

Val Hodge Trophy 2025

Sailing Instructions

After NTC #12



Crew Declaration
QR Code

1 RULES

1.1 As per the 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 Off the water communication as per the Notice of Race

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

3.3 To comply with NOR 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 <https://tymob.net.au/1827>

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 Attention to all race committee signals ashore on the day of the race will be communicated also on VHF Ch 69

4.3 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes in the RRS Race Signals.

5 SCHEDULE OF RACES

5.1 CLASS FLAG – Naval Numeral 5 (yellow flag with blue St. Andrew's Cross)

Date	Race	Warning Signal
2 Feb 2025	Val Hodge	1000hrs

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 South of Gellibrand Shoal Mark.
- 7.2 The starting line shall be an imaginary line between the flag mast bearing an orange flag on the committee vessel and an orange cylindrical buoy.
- 7.3 A crowding buoy may be laid in the vicinity of the committee vessel.
- 7.4 After the preparatory signal, but before correctly starting:
 - 7.4.1 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 any boat 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.
- 7.5 [DP] Any boat passing from the course side to the pre-start side of the starting line between the crowding buoy and the committee vessel shall be disqualified.
- 7.6 [DP] A boat starting more than 10 minutes after their starting signal shall be scored DNS

8 FINISH LINE

- 8.1 The finish line shall be South of Gellibrand Shoal Mark.
- 8.2 The finish line shall be an imaginary line between the flag mast bearing a blue flag on the committee vessel and an orange cylindrical buoy.
- 8.3 Boats should finish in a northerly direction between the orange cylindrical buoy (leave to starboard) and the committee vessel.

9 MARKS AND COURSES

- 9.1 As detailed in Appendix B
- 9.2 A laid mark may be specified as the first mark after the start. This mark will be an orange inflatable buoy. The mark will be laid approximately to windward of the starting line at approximately 0.5 to 0.9 nm from the starting line. The direction of rounding the mark will be indicated by the display of a green or red flag from the Starting Vessel – green for starboard rounding and red for port rounding. If no rounding signal flag is made, the mark is deleted from the course to sail

10 TIME LIMIT

- 10.1 The time limit for the first boat to finish the race is 120 minutes.
- 10.2 Boats failing to finish within 60 minutes after the first boat finishes or within the time limit, whichever is the later, will be scored “Did Not Finish” (DNF). This changes RRS 35 and A4.

11 AREAS THAT ARE OBSTRUCTIONS

- 11.1 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.
- 11.2 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:
- 11.2.1 At the entrance to Webb Dock
 - 11.2.2 Off the end of Gellibrand Pier
 - 11.2.3 Off the end of Station Pier
- 11.3 Boats must avoid impeding the passage of vessels which can safely navigate only within the confines of any shipping channel
- 11.4 [DP] Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified

12 HEARING REQUESTS

- 12.1 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.
- 12.2 Notice of intension to request a hearing must be advised on mobile 0416 149 167 within the protest time limit and written forms must be lodged at the race office within 24 hours of the time limit.
- 12.3 Hearing request forms are available from the race office.
- 12.4 Interested parties will be contacted to advise the time and location of hearing.

13 OFFICIAL VESSELS

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

14 PRIZES

- 14.1 Prizes will be awarded as follows:
- The Val Hodge Trophy will be awarded to the 1st placed boat on PHS.

15 FURTHER INFORMATION

For further information please contact:
Owen Church
RYCV Sailing Manager
sailing@rycv.asn.au
mobile 0416 149 167

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

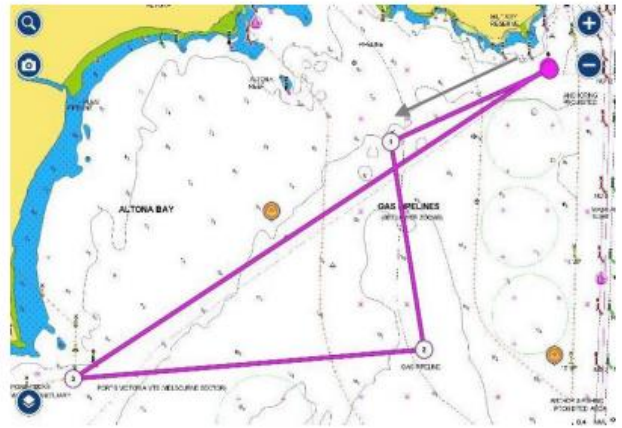
(Courses and corresponding course numbers are from the RYCV Combined Clubs Course book v 7.1)

Course 80 – Southerly Distance 13.4 nm



Start/Finish – South of Gellibrand Shoal Mark
Start in a Southerly direction – Uniform mark to starboard - P3 to port – P2 to starboard – Zulu mark to starboard - finish.

Course 82 – Westerly Distance 13.4 nm



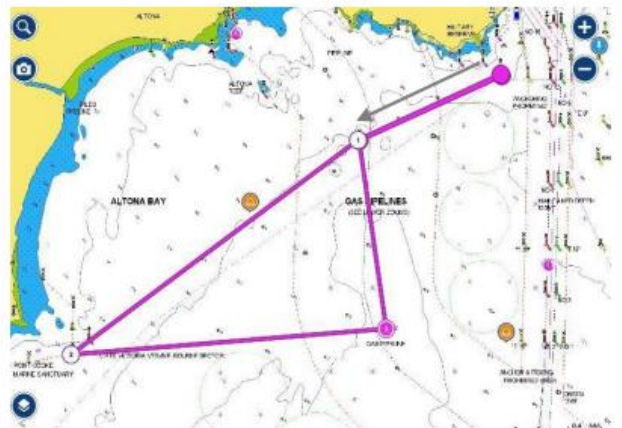
Start/Finish - South of Gellibrand Shoal Mark
Start in a Westerly direction – P3 to port – P2 to starboard – Pt Cook Sanctuary Limit mark to starboard - finish.

Course 81 – Southerly Distance 11.7 nm



Start/Finish - South of Gellibrand Shoal Mark
Start in a Southerly direction – P2 to starboard – Zulu mark to starboard – P3 to starboard – P2 to port - finish.

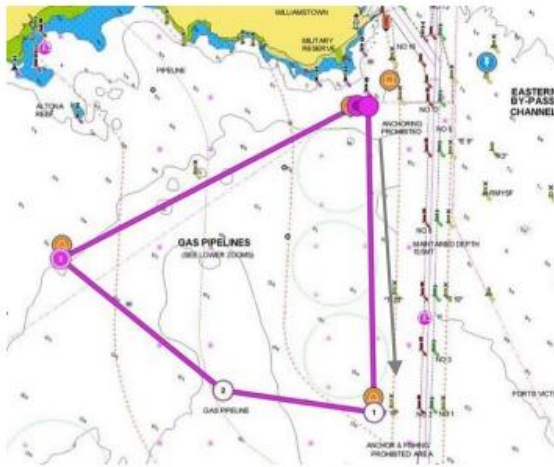
Course 83 – Westerly Distance 13.4 nm



Start/Finish - South of Gellibrand Shoal Mark
Start in a Westerly direction – P3 to port - Pt Cook Sanctuary Limit mark to port – P2 to port – P3 to starboard - finish.

Course 84 – Westerly

Distance 9.5 nm



Start/Finish - South of Gellibrand Shoal Mark

Start in a Southerly direction – Uniform mark to starboard – P2 to starboard – Zulu mark to starboard – finish.

Course 85 – Westerly

Distance 10.9 nm



Start/Finish - South of Gellibrand Shoal Mark

Start in a Southerly direction – P2 to starboard – P3 to starboard – P2 to port – finish.

FIXED MARK DESCRIPTIONS

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.

Mark	<u>Description</u>	Location
Start Mark	Orange Inflatable Buoy	South of Gellibrand Shoal
Finish Mark	Orange Inflatable Buoy	South of Gellibrand Shoal
P2	A yellow buoy marked P2	37 55.46S 144 53.19E
P3	A yellow buoy marked P3	37 53.38S 144 52.85E
Gellibrand Shoal Mark	An East Cardinal Mark	37 52.56S 144 54.90E
Uniform	Orange Inflatable Buoy	37 55.64S 144 54.97E
Zulu	Orange Inflatable Buoy	37 54.20S 144 51.26E
Pt Cook East Cardinal Mark	An East Cardinal Mark	37 55.58S 144 48.92E
Pt Cook Sanctuary Limit Mark	Yellow special purpose beacon	37 55.74S 144 48.69E