

Sailing Instructions

2017 ORCV Melbourne to Geelong Yacht Race



GEELONG
ORCV BAY RACE

V1.00



AMENDMENTS

Number	Instructions Changed	Summary of Amendment

SAILING INSTRUCTIONS

THE 2017 ORCV MELBOURNE TO GEELONG YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP AND CORIO BAY. THE RACE IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA (ORCV) INC WITH THE COOPERATION OF THE ROYAL GEELONG YACHT CLUB.

1. RULES

- 1.1 The rules for the race shall be:
- the 2017 – 2020 Racing Rules of Sailing (RRS) of World Sailing (WS),
 - the Prescriptions and Special Regulations of Australian Sailing (AS),
 - the Special Regulations of the Ocean Racing Club of Victoria (ORCV),
 - as applicable the rules and regulations of the Australian Measurement System (AMS), and the IRC Rules Parts A, B and C, and
 - the Notice of Race,

except as any of the above are altered by these Sailing Instructions.

- 1.2 All times in these Sailing Instructions are Australian Eastern Standard Time (AEST) unless otherwise stated.
- 1.3 For the purpose of this race, the time of Sunset shall be 1808.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the club website www.orcv.org.au.
- 2.2 Any change to these Sailing Instructions may also be posted on the club website.
- 2.3 Any alterations to these instructions will be announced to competitors on the designated race frequency (see A1) after the pre-race sign on schedule on the day of the race.

3. CLASS FLAG

The class flags will be:

Divisions/Classes	Class Flag
Racing A (AMS A, IRC A, PHD A)	Victor (V)
Racing B (AMS B, IRC B, PHD B)	Bravo (B)
Cruisers All Divisions	Echo (E)
Multihulls	Tango (T)

4. COURSES

- 4.1 The description of the marks and courses is given in *Appendix B - Courses*.
- 4.2 The course to be sailed will be signalled, no later than the Warning Signal, by the display of a numeral pennant corresponding to the course number to be sailed.

5. THE START

- 5.1 The first start time will be 0830 on Saturday, 9 September 2017, 1.5 to 2 miles downwind of Recreational Buoy 2 (R2), always allowing the Race Committee, at their discretion, to postpone to another time.
- 5.2 The start line will be shared with other classes. The order of starting, providing each of the relevant classes are racing that day, will normally be:
- Racing Division A
Racing Division B
Cruiser All Divisions

Classes may be delayed with the class flags ultimately determining the order of starts.

- 5.3 The racing classes may be started together at the discretion of the Race Committee.
- 5.4 The starting line shall be an imaginary line between an orange buoy at the port end and the signal mast of the committee vessel displaying an orange flag. The committee vessel may also display the ORCV burgee on a foremast.
- 5.5 A crowding buoy (orange cylindrical with black band) may be laid near the committee vessel. If so, after the preparatory signal and before correctly starting:
- Any boat passing from the pre-start side to the course side of the starting line between the crowding buoy and the committee vessel shall return to the pre-start side of the starting line by passing on the course side of and around the committee vessel.

- Any boat touching the crowding buoy shall correct her error in accordance with RRS 44.1.
- 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.

- 5.6 Races will be started in accordance with RRS 26.
- 5.7 For the purpose of premature starters returning to start correctly or late starters arriving in the start area, if the committee vessel is no longer on station at the starting line, the crowding buoy shall be deemed to mark the starboard end of the starting line.
- 5.8 The starting line will be laid such that the first leg will be a beat to windward.

6. THE FINISH

- 6.1 The finishing line shall be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and the port end finishing mark (yellow cylindrical buoy) situated between 300 and 500 metres north north east of the RGYC Marina.
- 6.2 Care should be taken to clear the finish line area as soon as possible after finishing.
- 6.3 Unless circumstances prevent it, the finishing times of all boats will be taken by the race committee at the finish but as a back-up, skippers are requested to record their own finishing times, accurate to 1 second and to inform the race committee of this time if requested.

7. TIME LIMITS

The Time Limit for all boats shall be Sunset. Any boat finishing after this time shall be scored DNF. This changes RRS 35.

8. DECLARATION

Written declarations are not required. A boat correctly passing through the finish line is deemed to have made a declaration on the part of her skipper that to the best of his or her knowledge no rules have been breached during the race.

9. RETIREMENTS

Boats retiring shall inform the race committee as described in A6.

10. PROTESTS AND REQUESTS FOR REDRESS

- 10.1 Protests or requests for redress are to be lodged with an official of the ORCV within 2 hours of the yacht's finishing time in accordance with the requirements of RRS Part 5 Section A.
- 10.2 Protests or requests for redress will be heard at a time and place to be advised.
- 10.3 When the protest committee decides that a boat that is a party to a protest hearing has broken a rule, it shall disqualify her or apply some lesser penalty. This changes Rule 64.1(a).
- 10.4 All requests for redress involving the official time sheet must be submitted within 4 hours of posting of the results.
- 10.5 The protest committee shall not be entitled to abandon the race as a consideration for redress (This amends RRS 64.2).

11. SAFETY REGULATIONS

- 11.1 The Safety Category and regulations are as set out in the Notice of Race.
- 11.2 Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) whilst within Port Phillip and Corio Bay and particularly while transiting shipping channels, as required by Port of Melbourne Corporation and Victorian Regional Channels Authority *Harbour Master Directions*. Ships are restricted in their ability to manoeuvre in channels and yachts should take any necessary avoiding action early.

In the event of avoiding action becoming necessary, a yacht may start its engine and motor to avoid a shipping hazard, on a course perpendicular to its course for as long as necessary.

A yacht that takes such action shall return to the position at which the engine was started, cease motoring and resume racing as soon as possible. The details of any such action must be reported to the Race Director after finishing.

- 11.3 Yachts deemed to have impeded the progress of a commercial vessel may be disqualified after protest.
- 11.4 The ORCV strongly recommends that safety harnesses and suitable personal flotation devices be worn whenever conditions warrant, particularly in rough weather or when sailing short handed.

- 11.5 A boat or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.
- 11.6 The Race Director may, at his or her absolute discretion, disqualify a boat from participating or continuing to participate in the race if he believes that it is unsafe for that boat to commence or continue to race.
- 11.7 Please keep well clear of Mussel Spat Culture zones and use extreme caution to avoid the sand bar outside the line of the Hopetoun Channel between beacons 3 and 9.

12. EXCLUSION ZONE

The Point Wilson Explosives Pier is surrounded by a total exclusion zone of 300 metres. A fine of up to A\$10,000 may be imposed for entry to this area, accidental or not. The area is under constant video surveillance and competitors must make themselves aware of the exact zone limits.

13. RADIO COMMUNICATION

- 13.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 13.2 Radio communications procedures are detailed in *Appendix A - Radio Communication*.
- 13.3 Failure to sign on at the pre-race schedule shall result in the boat being scored DNS.

14. DISCLAIMER OF LIABILITY

- 14.1 All those taking part in this race do so at their own risk and responsibility.
- 14.2 Acceptance of a boat as an entrant in the race is not to be taken as express or implied acceptance on the part of the ORCV and/or any of its Flag Officers, Committee, Equipment Auditors or any other members, of the fitness of any boat or any equipment on such boat to safely compete in the race, and/or deal with any and all eventualities of the contemplated passage. It is the responsibility of each skipper of each competing boat to decide whether his/her boat is fit and suitably crewed for the intended purpose, and neither the ORCV nor any club, person or company connected with the organisation of the race is responsible for the seaworthiness of any boat whose entry is accepted.
- 14.3 Attention is drawn to Fundamental Rule 4 "Decision to Race" of the RRS which states:

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

15. APPENDICES

The attached Appendices A and B form part of these Sailing Instructions.

16. BERTHING FACILITIES

In Geelong, berths will be made available in the RGYC Marina as directed by RGYC representatives.

APPENDIX A – RADIO COMMUNICATION

A1. RACE FREQUENCIES

Radio communications for this race will be on VHF Channel 71 (the designated Race Frequency) unless boats are directed to alternate frequencies.

A2. RACE RADIO STATIONS

- A2.1 All race communications, including the pre-race schedule and the finishing schedule, will be conducted by the ORCV using the call sign *Ocean Racing*.
- A2.2 Any other yacht or station nominated by the ORCV will provide assistance where necessary.

A3. PRE-RACE SIGN ON SCHEDULE

- A3.1 All yachts are required to sign on to indicate their intention to race and the number of persons on board.
- A3.2 Around 0700 an SMS message will be sent to the mobile number registered for each yacht asking if they intend to race. Skippers must use the link in the message to indicate their intentions
- Yachts intending to race should indicate they are a starter and state the number of persons on board.
 - Yachts not intending to race should indicate they will not be racing.
 - All responses should be completed by 0730.
- A3.3 Commencing at 0745 on Saturday, 9 September 2017, a pre-race radio sign on schedule will be conducted by *Ocean Racing* on the Race Channel for all yachts that have not signed on using the SMS facility. This schedule will conclude no later than 0820. All yachts must monitor this schedule in case their SMS sign on response has not been received.
- Boats will be called in alphabetical order to confirm that they are starters in the race and how many persons they have on board.
 - Boats that do not respond on the first call must wait until they are called again at the end of the schedule.

- Any boat failing to respond during this schedule shall not be considered a starter in the event and shall be scored DNS.

- A3.4 Any alterations to the sailing instructions or to handicaps applicable for the race will be broadcast following completion of the pre-race schedule. All boats are required to maintain a listening watch at this time.

A4. PREMATURE STARTERS

Premature starters may be identified on the Race Frequency.

A5. ROUTINE POSITION REPORTING SCHEDULES

Boats are required to call *Ocean Racing* on the Race Frequency when abeam of the North Cardinal Mark (PR18) between the Pt Richards Channel and the Wilson Spit Channel.

A6. YACHTS RETIRING

- A6.1 Should a boat retire from the race every effort must be made to advise the ORCV (*Ocean Racing*) as soon as possible and to give the following information:
- Time and position at the time of retirement
 - Reason for retirement
 - The state of the crew
 - The port to which the yacht is retiring
- A6.2 Boats that retire shall maintain a listening watch on the Race Frequency until such time as they reach a safe harbour.
- A6.3 Within two hours of arrival at a safe harbour, contact must be made with ORCV Melbourne (*Ocean Racing*) on the Race Frequency or telephone 0418 396 605 to confirm safe arrival.
- A6.4 Failure to comply with these requirements may prejudice acceptance of an entry in future races.

A7. BERTHING AT GEELONG

RGYC volunteers will use VHF Channel 73 for berthing assistance at Geelong.

A8. SUMMARY

Date	Time	Action	Frequency	Station
9 September 2017	0700	SMS Sign On Initiated	Yacht Mobile	Ocean Racing
	0730	SMS Sign On Complete		
	0745	Pre-Race Sign On	VHF Channel 71	
		Alterations to Sailing instructions		
	0825-0830	Starting Sequence (First Start)		
	0830-0845	Individual recalls may be notified		
	Abeam of Pt Richards Channel #18, North Cardinal Mark (PR18)	Routine Schedule		
		Retirement if applicable		
	After Finishing	Berthing Assistance	VHF Channel 73	RGYC
	1808	Sunset		

APPENDIX B - COURSES

MARK DESCRIPTIONS

Mark	Location	Name	Description
CA2	S38° 03.081' E145° 04.539'	Carrum #2	Yellow Can
DMG	S37° 59.090' E144° 53.002'	Spoil Ground	Yellow Buoy, Fl Y 5s
FWK	S37° 56.913' E144° 55.630'	Fawkner Beacon	Channel Pile, Fl W 5s 17M
HC1	S38° 07.055' E144° 26.751'	Hopetoun Channel #1	Starboard Channel, F G + Iso G 4s 5M
HC10	S38° 07.401' E144° 24.123'	Hopetoun Channel #10	Port Channel, Iso R 4s 5M
LM	Windward of Start	Laid Mark	Orange Cone
PGB	S38° 06.410' E144° 44.204'	Prince George Beacon	Port Beacon, Fl R 4s 8M
PR18	S38° 07.914' E144° 32.084'	Pt Richards Channel #18, North Cardinal	Pile, North Cardinal Mark (BY), Q W 1s
PREB	S38° 04.956' E144° 39.942'	Pt Richards Channel Entrance Beacon, North Cardinal	Pile, North Cardinal Mark (BY), Q W 1s 9M
PR1	S38° 05.066' E144° 38.558'	Pt Richards Channel #1	Starboard Channel, F G + Iso G 4s 5M
P2	S37° 55.438' E144° 53.186'	Pipeline Buoy #2	Yellow Buoy, Fl Y 4s
P3	S37° 53.389' E144° 52.851'	Pipeline Pile #3	Yellow Pile, Fl Y 3s
R1	S38° 16.467' E144° 58.366'	Recreational Mark 1	Yellow Pillar, Fl(3) Y 10s
R2	S37° 54.552' E144° 56.331'	Recreational Mark 2	Yellow Pillar, Fl(3) Y 10s
SYC5	S37° 58.808' E144° 58.376'	SYC Mark #5	Orange Pyramid

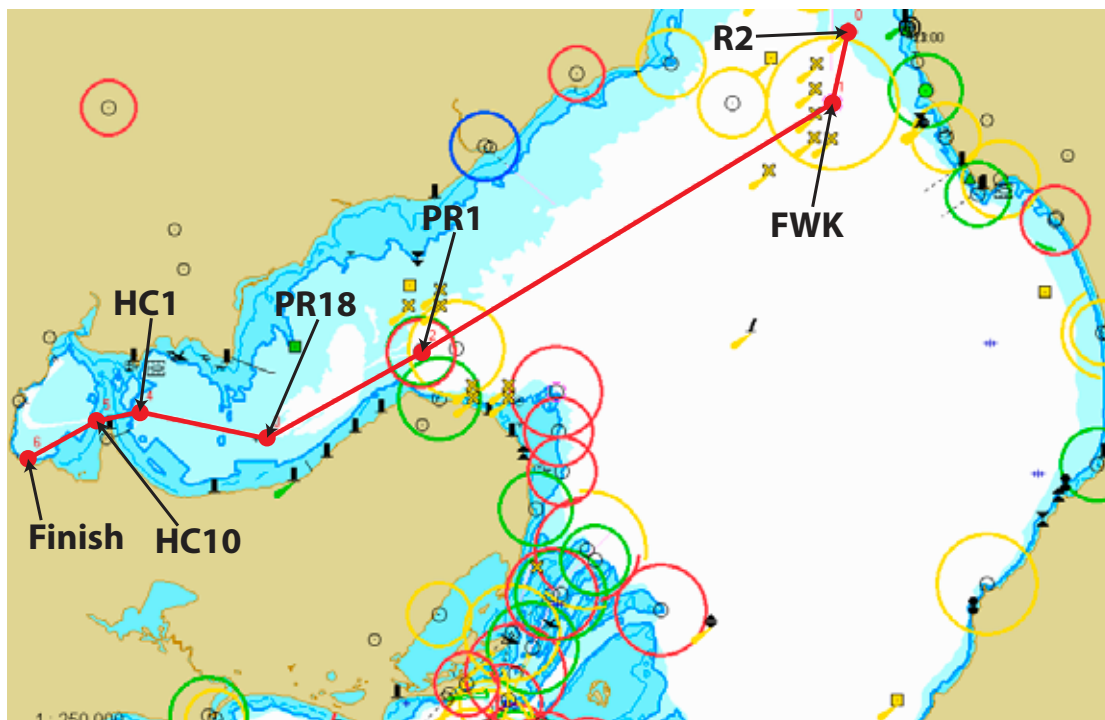
Note: All mark positions are approximate and no guarantee of accuracy may be presumed.

Note: The mark at R2 is a gate with R2 at one end and LM at the other. Boats must pass through the gate from the direction of the start which will be 1.5 to 2 nm downwind from it.

Note: For courses 3, 6 & 7, when leaving Prince George Beacon (PGB) for the North Cardinal at the Start of the Pt Richards Channel (PREB), competitors should be aware of shallow water to port.

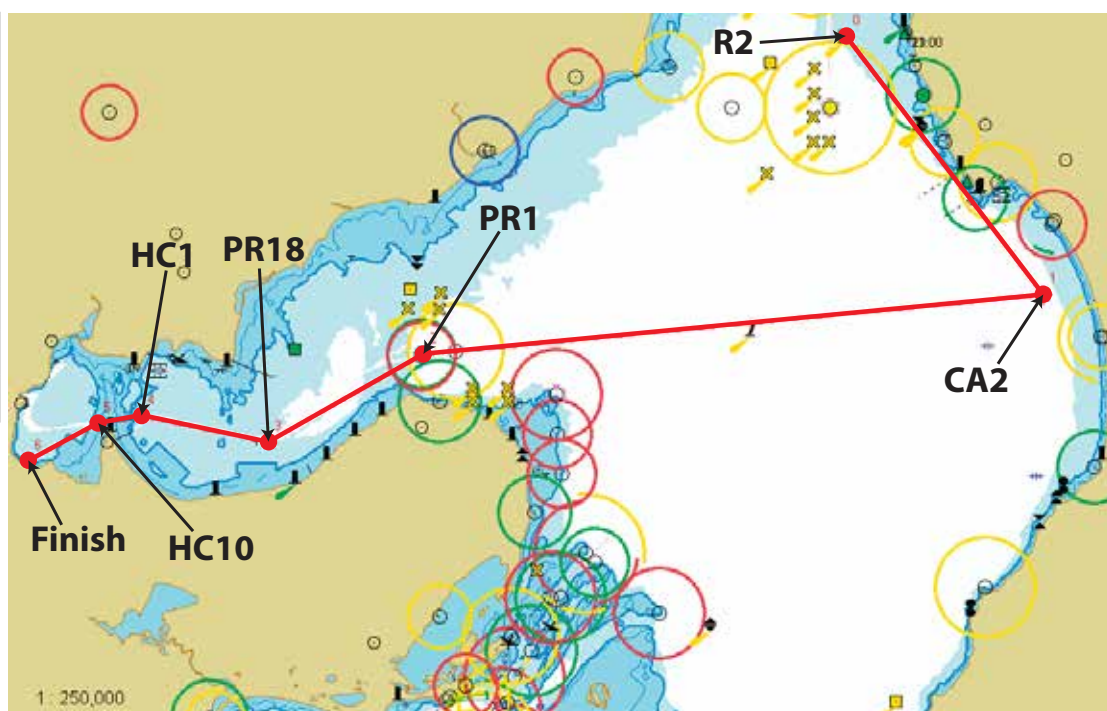
COURSE 1

Mark	Side Left
Start	
R2	Gate
FWK	Starboard
PR1	Starboard
PR18	Starboard
HC1	Port
HC10	Port
Finish	34nm



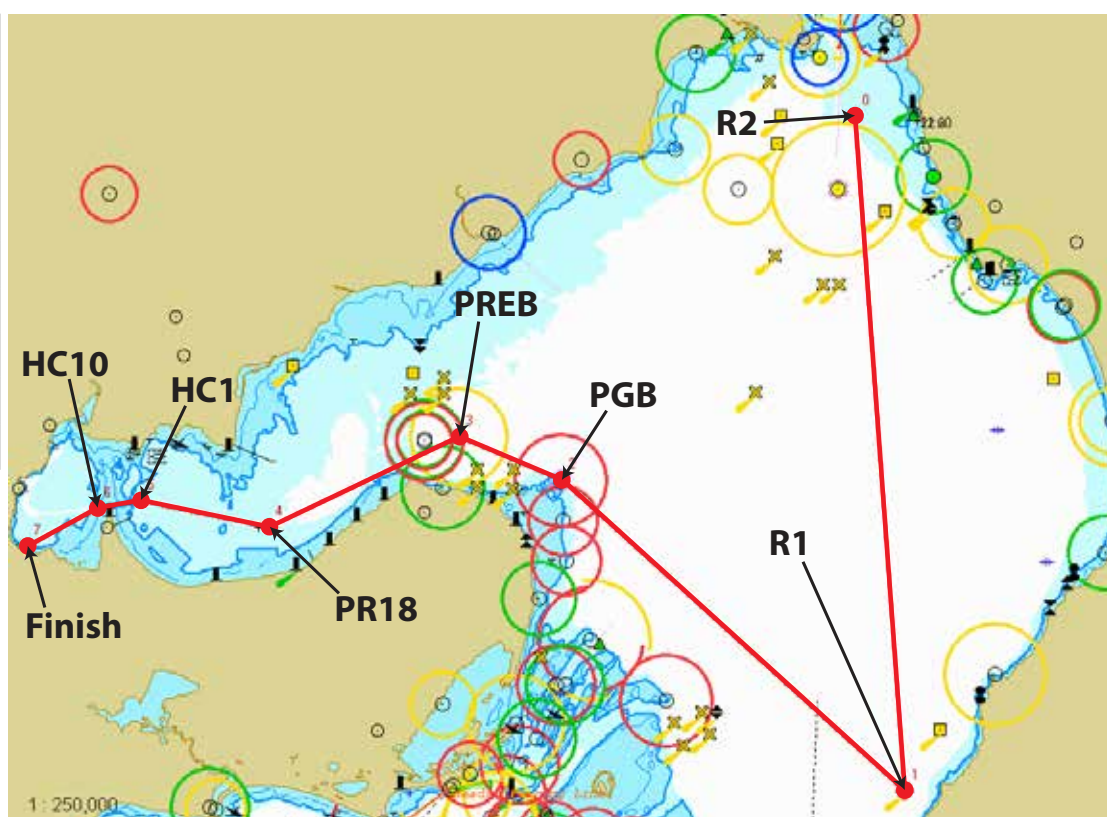
COURSE 2

Mark	Side Left
Start	
R2	Gate
CA2	Starboard
PR1	Port
PR18	Starboard
HC1	Port
HC10	Port
Finish	47nm



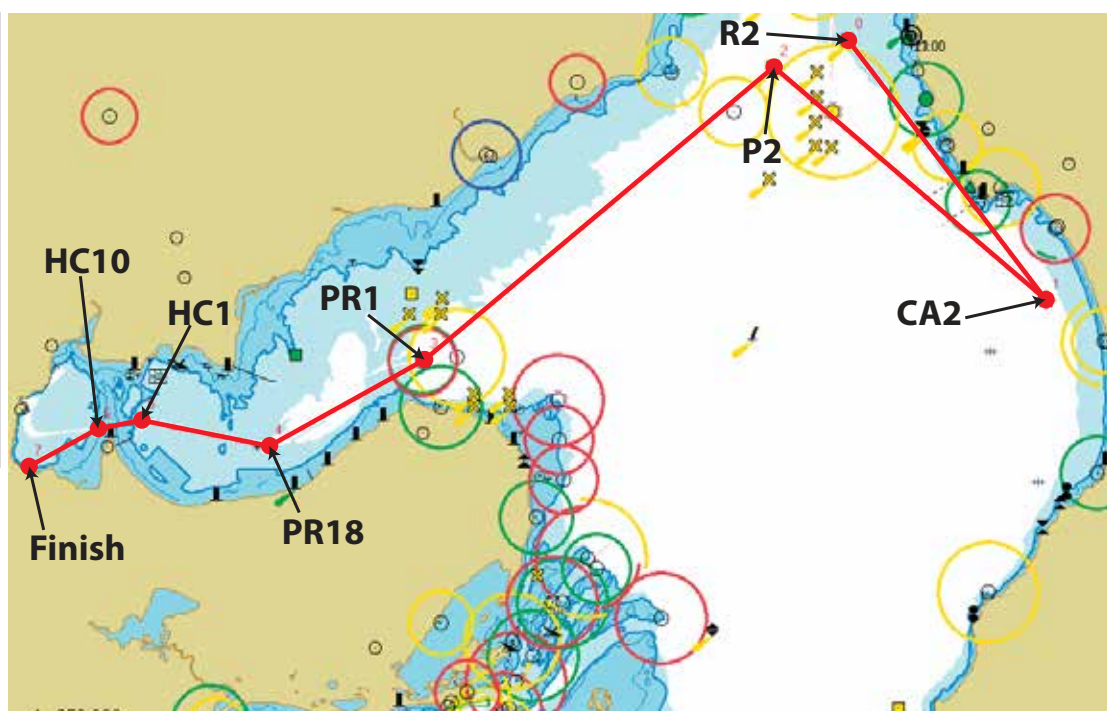
COURSE 3

Mark	Side Left
Start	
R2	Gate
R1	Starboard
PGB	Port
PREB	Port
PR18	Starboard
HC1	Port
HC10	Port
Finish	58nm



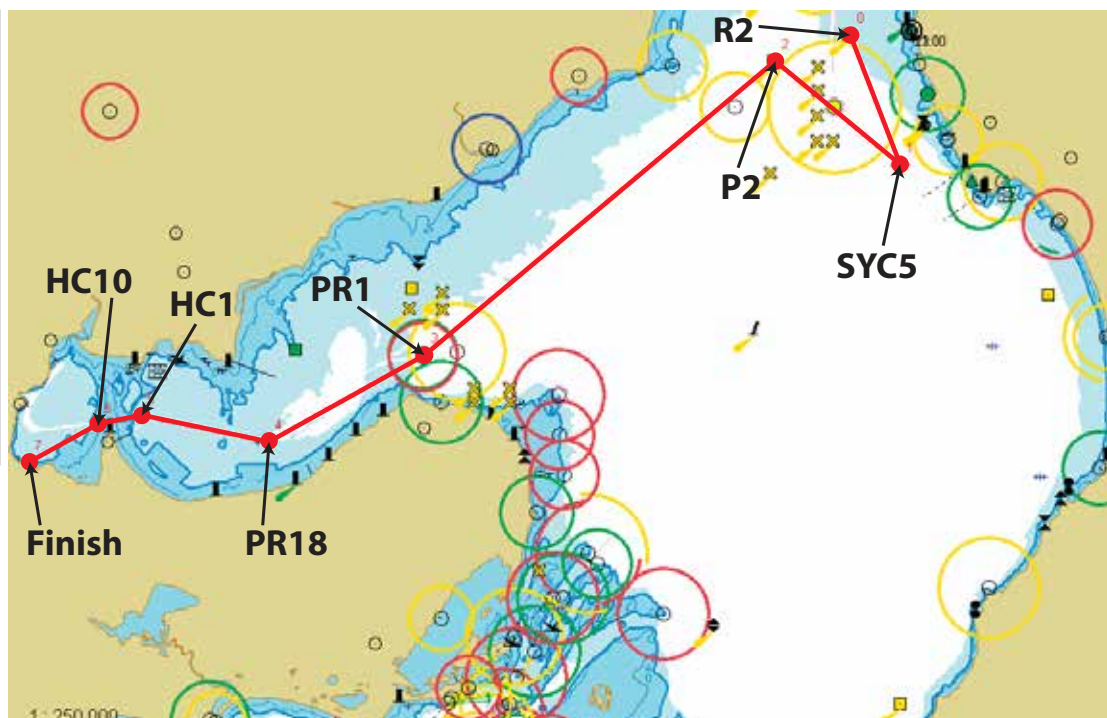
COURSE 4

Mark	Side Left
Start	
R2	Gate
CA2	Starboard
P2	Port
PR1	Starboard
PR18	Starboard
HC1	Port
HC10	Port
Finish	54nm



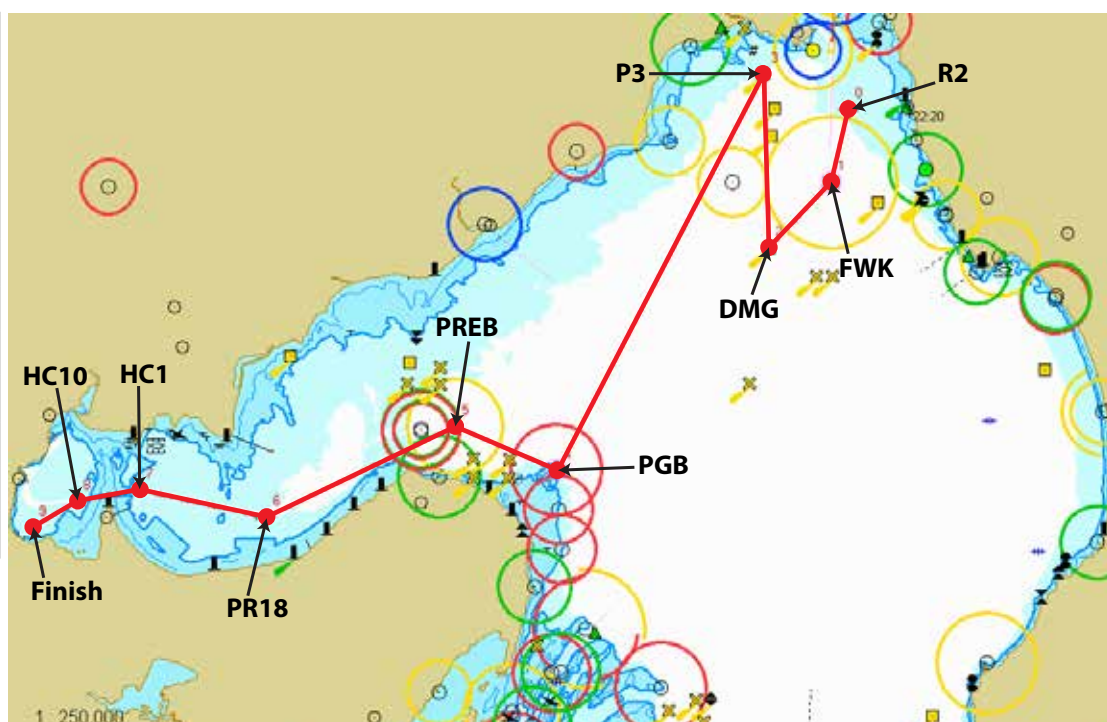
COURSE 5

Mark	Side Left
Start	
R2	Gate
SYC5	Starboard
P2	Port
PR1	Starboard
PR18	Starboard
HC1	Port
HC10	Port
Finish	41nm



COURSE 6

Mark	Side Left
Start	
R2	Gate
FWK	Starboard
DMG	Starboard
P3	Port
PGB	Starboard
PREB	Port
PR18	Starboard
HC1	Port
HC10	Port
Finish	46nm



COURSE 7

Mark	Side Left
Start	
R2	Gate
FWK	Starboard
PGB	Starboard
PREB	Port
PR18	Starboard
HC1	Port
HC10	Port
Finish	36nm

