

SAILING INSTRUCTIONS

2020 COCK OF THE BAY YACHT RACE



Photo by Dave Hewison

AMENDMENTS

Number	Instructions Changed	Summary of Amendment
1	B1	26 December was incorrectly identified as a Thursday. Corrected.

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SAILING INSTRUCTIONS

THE 2020 COCK OF THE BAY YACHT RACE WILL BE CONDUCTED ON THE WATERS OF PORT PHILLIP. THE RACE IS ORGANISED AND CONDUCTED BY THE OCEAN RACING CLUB OF VICTORIA INC IN CONJUNCTION WITH THE MORNINGTON 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), the Sportsboat Measurement System (SMS) and the International Rating Certificate (IRC) Rules Parts A, B and C, and
- the Notice of Race,

except as amended by these Sailing Instructions.

1.2. All times in these Sailing Instructions are Australian Eastern Daylight Time (AEDT) unless otherwise stated.

1.3. For the purpose of this race, the time of Sunset on 26 December 2020 shall be 2044.

2. MEDIA ON BOATS

2.1. With the prior approval of the Race Committee, a boat may carry additional persons on board for up to three hours after the starting signal, for media purposes.

2.2. Such additional persons shall not participate in the sailing of the boat. Such persons leaving the boat shall not be subject to protest or redress by a boat (amends RRS 47.2, 60.1 and 62.1(a) and RRS 63.1 shall not apply)

3. NOTICES TO COMPETITORS

3.1. Notices to competitors will be posted on the club website www.orcv.org.au.

3.2. Any changes to these Sailing Instructions will be:

- posted on the ORCV website (www.orcv.org.au) before 0700 on the day of the race, and

- advised to competitors on VHF Channel 82 at the commencement of the Sign-On Schedule (see *Appendix A Race Communications*).

4. CLASS FLAG

The Class Flag for all divisions and classes will be the ORCV Burgee.

5. THE START

The start is as described in *Appendix B Start*.

6. THE COURSE

The course is as described in *Appendix C Course*.

7. THE FINISH

The finish is as described in *Appendix D Finish*.

8. TIME LIMIT

The time limit for all yachts shall be Sunset. Any yacht finishing after this time shall be scored DNF. This changes RRS 35.

9. PROTESTS & REQUESTS FOR REDRESS

9.1. Subject to Clause 9.4, protests or requests for redress are to be lodged by email and SMS to the Race Director within 30 minutes of the finish of the last boat.

9.2. Subject to Clause 9.4, yachts intending to protest or request redress must inform the Race Director by phone or radio within 1 hour of finishing the race giving any details as may be known at the time.

9.3. Protests or requests for redress will be heard at a time and place advised.

9.4. All requests for redress involving the official time sheet must be submitted as soon as possible after the posting of the results but no later than 1200 on Sunday 27 December 2020.

9.5. The protest committee shall not be entitled to abandon the race as a consideration for redress (this amends RRS 64.2).

10. PENALTY SYSTEM

- 10.1. If, after a protest and hearing, a yacht is found to have infringed a rule, the protest committee may disqualify or otherwise penalise the yacht in accordance with the provisions of RRS 64.
- 10.2. The protest committee may apply a time penalty for a breach of a rule or the Sailing Instructions declared by an infringing competitor without a hearing or after a hearing if a protest is contested.
- 10.3. The following penalties will be applied for breaches of these Sailing Instructions or the Racing Rules of Sailing (RRS) at the discretion of the Protest Committee:
 - For a minor infringement – 10 minutes,
 - For a significant infringement – 30 minutes,
 - For a serious infringement – the penalty will rest with the protest committee and may result in a time penalty or disqualification.
- 10.4. All penalties will be noted on the time sheet and shall be applied to finishing times. Yacht positions will be adjusted after penalties are applied. (This complements RRS 64.1 and amends RRS 44.3).

11. YACHTS RETIRING

Yachts retiring shall inform the race committee as described in *A5 Yachts Retiring*.

12. SAFETY REGULATIONS

- 12.1. The Safety Category and regulations are as set out in the Notice of Race.
- 12.2. The ORCV strongly recommends that safety harnesses and suitable lifejackets be worn whenever conditions warrant, particularly in rough weather, at night or when sailing short-handed.
- 12.3. The crew of yachts sailed Double Handed must wear lifejackets at all times when on deck.
- 12.4. Attention is drawn to Victorian regulations which stipulate the mandatory wearing of lifejackets when on deck during times of heightened risk. . For full details, consult the Transport Safety Victoria website (www.transportsafety.vic.gov.au).
- 12.5. Yachts shall keep clear of all commercial shipping (vessels more than 35 metres in length) as required by Port of Melbourne Corporation Harbour Master's Directions.

- 12.6. 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 the ship's track for as long as necessary.
- 12.7. A yacht that takes such action shall return to the location they started motoring, cease motoring and resume racing as soon as possible. The details of any such action must be reported to the Race Director on finishing.
- 12.8. Yachts deemed to have impeded the progress of a commercial vessel will be disqualified.
- 12.9. A yacht or its equipment may be inspected at any time for compliance with the ORCV safety rules and sailing instructions.
- 12.10. The Race Director may, at absolute discretion, disqualify a yacht from participating or continuing to participate in the race if the Race Director believes it is unsafe for that yacht to commence or continue to race.

13. UNSUITABLE CONDITIONS

- 13.1. After commencement of the race, the race can be terminated at the Race Director's discretion.
- 13.2. The race organising authority may deem the race to be abandoned, rescheduled at another time or shortened.
- 13.3. Prorated positions may be used to determine a result for the race and/or for any series.
- 13.4. Termination of the race will be advised by radio communications or satellite phone as available.

14. RACE COMMUNICATIONS

Race communications procedures are detailed in *Appendix A Race Communications*.

15. DISCLAIMER OF LIABILITY

- 15.1. All those taking part in this race do so at their own risk and responsibility.
- 15.2. Acceptance of a yacht 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 members, volunteers Equipment Auditors or any other members, of the fitness of any yacht or any equipment on such yacht 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 yacht to decide whether his/her yacht 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 yacht whose entry is accepted.

- 15.3. 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.

16. CREW BEHAVIOUR

- 16.1. All participants are reminded that they are expected to comply with the Australian Sailing member protection policies described in <https://www.sailingresources.org.au/clubresources/memberprotection/>.

- 16.2. Skippers are reminded that crew behaviour is their responsibility at all times, including post-race celebrations.

- 16.3. No flares of any type are to be fired while the yacht is moored at Mornington. Civil authorities have severe penalties for any offenders. Skippers are reminded that the best way of ensuring that no flares are fired from their yacht is to place them under lock and key.

17. APPENDICES

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

Appendix A RACE COMMUNICATIONS

THIS APPENDIX DESCRIBES THE RADIO AND OTHER COMMUNICATIONS PROCEDURES TO BE FOLLOWED DURING THIS RACE.

A1 GENERAL

- A1.1 While racing, a yacht shall neither make nor receive radio communications not available to all yachts. This restriction also applies to mobile telephones.
- A1.2 Failure to sign on before the end of the Sign-On Schedule shall result in the yacht being scored DNS.
- A1.3 Yachts must not give false or misleading position reports.

A2 RACE CHANNELS

- A2.1 Station name: *Ocean Racing*
- A2.2 Race communications will use the following VHF Channels:

Channel	Usage
82	Race Monitoring and radio Sign-On for entrants who failed to sign on by SMS.
71	Starting sequence, Individual Recalls, Unscheduled Announcements, Shortened Courses, monitor when finishing
16	Emergency, Calling (all yachts to monitor)
67	Working, MSI

- A2.3 While racing, yachts should monitor VHF Channels 16 and 82 unless using one of the other channels.
- A2.4 VHF Channel 82 is a repeater located on Arthur's Seat. All yachts should ensure their radios are set to the International frequency set, standard in Australia, when using this channel.
- A2.5 The following telephone numbers may be used:

Number	Usage
0418 396 605	Race Director's Phone Emergencies

- A2.6 The following email addresses may be used:

Email Address	Usage
race.director@orcv.org.au	Race director messages

A3 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 by SMS. Boats which fail to sign on by 0830 will be called on VHF radio.
- A3.2 Around 0700 an SMS message will be sent to the mobile number registered for each yacht, asking if they intend to race. Yachts intending to race should follow the link in the SMS and respond to the questions presented to indicate whether they will be racing or not and, if so, how many persons will be on board. All responses should have been sent by 0830.
- A3.3 Commencing at 0935, a radio sign on schedule will be conducted by *Ocean Racing* on VHF Channel 82 for all yachts that have not signed on using SMS messages. This schedule will conclude no later than 1005. All yachts should monitor this schedule in case their SMS sign on response has not been received.
- A3.4 Yachts who have not completed an SMS sign on will be called in alphabetical order to confirm that they are starters in the race. Yachts should respond: {Yacht Name} is a starter, {xx} persons on board, Over.
- A3.5 Yachts that do not respond on the first call must wait until they are called again at the end of the schedule.
- A3.6 *In the event of late crew additions, crew names and phone numbers must be added to the boat's crew list using the Top Yacht entry page.*
- A3.7 Failure to sign on by the end of the Sign-On Schedule shall result in the yacht being scored DNS.
- A3.8 Any changes to Sailing Instructions will be announced on VHF Channel 82 at the commencement of the Sign On Schedule.

A4 PREMATURE STARTERS

Premature starters may be identified on VHF Channel 71.

A5 YACHTS RETIRING

A5.1 Should a yacht retire from the race every effort must be made to advise *Ocean Racing* as soon as possible and to give the following information:

- Time & position at the time of retirement
- Reason for retirement
- The state of the crew
- The port to which the yacht is retiring.

A5.2 VHF Channel 82 has coverage right down the Bay and should be used for this purpose.

A5.3 Yachts that retire shall maintain their routine monitoring of the VHF Channels 82 and 16 until such time as they reach a safe harbour.

A5.4 Upon arrival at a safe harbour, contact must be made with either Ocean Racing on telephone (0418 396 605), VHF Channel 82 or Coast Guard Melbourne to confirm safe arrival. Failure to comply with this requirement may prejudice acceptance of an entry in future races.

A6 SUMMARY

Date	Time	Action	Channel	Station
26 December 2020	0700	SMS Sign-On Requests Sent		
	0830	SMS Sign-On Responses Complete		
	0935 -1005	Radio Sign-On Schedule Alterations to Sailing Instructions Postponement if Applicable	VHF Channel 82	Ocean Racing
	1025-1030	Starting Sequence	VHF Channel 71	
	1030	Individual recalls may be notified	VHF Channel 71	
	Monitor	Unscheduled Announcements	VHF Channel 82	
		Shortened course		
		Retirement, if applicable	VHF Channel 82 0418 396 605	Ocean Racing Race Director
2044	Time Limit (Sunset)			



Appendix B START

THIS APPENDIX CONTAINS INFORMATION ABOUT THE STARTING LINE AND THE STARTING PROCESS.

B1 START TIME AND LOCATION

The start time will be 1030 on Saturday, 26 December 2020 in the vicinity of Station Pier, Port Melbourne, always allowing the Race Committee at their discretion to postpone to another time.

B2 STARTING LINE

B2.1 The Starting Line shall be between the signal mast displaying an orange flag on the committee vessel at the starboard end of the line and an orange cylindrical buoy at the port end.

B2.2 A crowding buoy may be laid in the vicinity of the committee vessel.

B2.3 When the committee vessel is on station, after the preparatory signal, and before correctly starting:

- Any yacht touching the crowding buoy or passing from the pre-start side of the starting line to the course side between the crowding buoy and the committee vessel shall return to the pre-start side of the line by passing to the course side of and around the committee vessel before starting correctly.
- Any yacht passing from the course side to the pre-start side of the starting line between the crowding buoy and the committee vessel may be disqualified.

B2.4 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.

B3 START PROCESS

B3.1 Races will be started in accordance with RRS 26, except that some flares may be used as well as sound signals.

1025 Warning signal, one sound, white flare

1026 Preparatory signal, one sound

1029 One-minute signal, long sound

1030 Starting signal, one sound, green flare

This changes RRS 26.

B3.2 Times shall be taken from the flag signals; failure of the flare or sound signals shall be disregarded.

B3.3 Individual recalls will be signalled by X-Ray flag, one sound and one white flare.

B3.4 Premature starters may be identified on VHF Channel 71 (see *Appendix A Race Communications*). This amends RRS 29.1

B3.5 There will be no General Recall. This amends RRS 29.2.

B4 POSTPONEMENTS

B4.1 Postponements shall be signalled by displaying the Answering Pennant with one sound. An announcement may be made on the Race Channel (See *Appendix A Race Communications*). This amends RRS 27.3.

B4.2 One minute before the postponed starting sequence commences, the Answering Pennant shall be lowered with one sound. This amends RRS 27.3.

B4.3 A postponement may apply if a Bureau of Meteorology Gale Warning is forecast for any part of the course.

Appendix C COURSE

THIS APPENDIX DESCRIBES THE COURSE AND HOW IT IS TO BE SAILED.

C1 COURSE DETAILS

From the Starting Line to the Finishing Line at Mornington Yacht Club, passing the following marks, described in *C2 Marks*, in the listed order:

RBYC6, leave to starboard

SYC4, leave to starboard

C2 MARKS

Name	Location	Description	Photograph
RBYC6	S37° 54.32' E144° 58.53'	RBYC#6, Yellow Conical Buoy, Fl(4) Y 12s	
SYC4	S37° 56.81' E144° 59.40'	SYC#4, Yellow Conical Buoy, Fl(4) Y 10s	

Appendix D FINISH

THIS APPENDIX DESCRIBES THE FINISHING LINE AND THE FINISHING PROCEDURES. THE POSITIONS SHOWN IN THE DIAGRAM ARE APPROXIMATE AND SHOULD NOT BE USED FOR NAVIGATION. THE POSITIONS SHOWN MAY VARY ON THE DAY.

D1 FINISHING

- D1.1 The Finishing Line will be the portion of a line between the centre of the yellow disc on the MYC tower and the MYC finishing mark which is outside the harbour limits, as illustrated in the diagram below.
- D1.2 The MYC finish Mark is an orange spar buoy located at approximately $S38^{\circ} 12.64' E145^{\circ} 02.35'$
- D1.3 The harbour limit is marked by a small orange spar buoy which lies between two 5kn speed limit piles.
- D1.4 When finishing, yachts shall proceed in a south easterly direction, remaining outside the harbour limit at all times, leaving both the western 5kn Speed Limit Pile and the Harbour Limit Clearance buoy to Starboard and the MYC Finish buoy to Port.
- D1.5 Boats shall not recross the finish line after finishing.
- D1.6 Any yacht which does not comply with the requirements in D1.4 and D1.5 shall be

disqualified (DSQ) without a hearing. This amends Rules 63.1,A4 and A5.

- D1.7 Yachts should monitor CHF Channel 71 when finishing.

D2 FINISHING TIMES

Unless circumstances prevent it, the finishing times of all yachts will be taken by the race committee 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.

D3 MOORING FACILITIES

Although berthing has not been arranged for this race, there are a limited number of "visitor raft up spots" on the breakwater pier.

D4 PRESENTATION

Results will be published on the ORCV web site as soon as practical after the race. Trophies will be presented at the annual ORCV awards ceremony on a date to be announced..

