



# YACHTING VICTORIA

2011-2012 Club Marine Series

&

Class Championships

# SAILING INSTRUCTIONS

NOTE: These instructions are to be retained for use at each event.

**The Organising Authority (OA) for the Club Marine Series, incorporating Class Championships, is Yachting Victoria (YV).**

## 1 RULES

### 1.1 General

The Club Marine Series will be governed by the rules as defined in the Racing Rules of Sailing (RRS).

### 1.2 Safety Regulations

**1.2.1** The Yachting Australia (YA) Special Regulations Part 1, Sections 1 – 6, Category 6 shall apply. Marine VHF Radios shall be carried, which may be permanently installed or be waterproof handheld and must be capable of operating on channels 12, 15, 16, 67, 69, 71, and 73.

**1.2.2** No anchors shall be carried on deck forward of the stem or with any part outboard.

**1.2.3** All boats shall lodge with their own club a Safety Compliance Declaration covering the 2011-2012 season before their entry in their first Club Marine Series race. Boats not complying with this requirement shall not be entered and will not be eligible for Club Marine Series scoring.

### 1.3 Handicapping and Rating

The Handicapping Rules of Yachting Victoria and the Rating Rules of Australian Measurement System (AMS) and IRC shall apply.

## Club Marine Series 2011-2012

### 1.4 Alterations of Racing Rules

1.4.1 The Racing Rules will be modified in accordance with RRS 86.1(b) to read as follows:

RRS 30.2 – Z Flag: In addition to the penalty prescribed in RRS 30.2, any boat inside the triangle defined by RRS 30.2 during the one minute period before the starting signal shall return to the pre-start side of the line around one of the line extensions before starting.

1.4.2 RRS A4 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start (DNS).

1.4.3 RRS 50.3

For the purposes of this rule an asymmetrical spinnaker tack line is not a sheet. Asymmetric Spinnakers may be flown from fixed or movable bowsprits or from spinnaker poles.

1.4.4 RRS 50.4

RRS Rule 50.4 shall not apply. A spinnaker is defined as a sail set forward of the foremost mast with half width (measured as a spinnaker) greater than 75% of the foot. Any other sail tacked down forward of the foremast is a headsail.

1.4.5 RRS 52 MANUAL POWER

RRS 52 shall not apply.

## 2 NOTICES TO COMPETITORS

Notices to Competitors may be posted on the official notice board(s) located at each participating club as follows:

| Club | Notices            | Signals made ashore                           |
|------|--------------------|-----------------------------------------------|
| HBYC | Race Notice Board  | Flagpole at the Northern end of the Clubhouse |
| RBYC | Race Notice Board  | Flagpole on beach side of Clubhouse           |
| RMYS | Members Lounge     | Flagpole above the Clubhouse                  |
| RYCV | Foyer of Clubhouse | Flagpole on Front Lawn                        |
| SYC  | Race Notice Board  | Flagpole at Ken King Centre                   |

Broadcasts will be made on:

- **channel 73 for Divisions 0 and 1;**
- **channel 71 for Divisions 2 and 3.**

## 3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the official notice board at the host club (and may be posted on each participating club's notice board and the Yachting Victoria web site) and the host club's web site no later than 1600hrs on the day preceding the race for which it will take effect. Notices to competitors will be broadcast on VHF Channels **73** and **71** at 1130 and again at 1330 Hrs on the day that the alteration is effective.

## 4 SIGNALS MADE ASHORE

Signals made ashore may be displayed at each participating club main signal position as described in SI 2. Details of Signals made ashore may also be broadcast on VHF Channels **73** and **71**.

## 5 SCHEDULE OF RACES

### Division 0

| DATE             | DAY | HOST CLUB | WARNING SIGNAL |
|------------------|-----|-----------|----------------|
| 15 October 2011  | 1   | RYCV      | 1155 Hours     |
| 5 November 2011  | 2   | HBYC      | 1155 Hours     |
| 3 December 2011  | 3   | RMYS      | 1155 Hours     |
| 4 February 2012  | 4   | RBYC      | 1155 Hours     |
| 18 February 2012 | 5   | SYC       | 1155 Hours     |
| 3 March 2012     | 6   | KCAB      | 1155 Hours     |
| 24 March 2012    | 7   | RMYS      | 1155 Hours     |

### Division 1, 2, & 3

| DATE             | DAY | HOST CLUB | WARNING SIGNAL |
|------------------|-----|-----------|----------------|
| 15 October 2011  | 1   | RYCV      | 1355 Hours     |
| 5 November 2011  | 2   | HBYC      | 1355 Hours     |
| 3 December 2011  | 3   | RMYS      | 1355 Hours     |
| 4 February 2012  | 4   | RBYC      | 1355 Hours     |
| 18 February 2012 | 5   | SYC       | 1355 Hours     |
| 3 March 2012     | 6   | KCAB      | 1355 Hours     |
| 24 March 2012    | 7   | RMYS      | 1355 Hours     |

- Notes:
1. Division 0 boats may sail up to 3 races on each race day (First Warning Signals 1155).
  2. Divisions 1, 2 and 3 may sail up to 2 races on each race day (First Warning Signals 1355).
  3. No warning signal will be made after 1615

### 5.1 RESAILS

Races not completed may only be re-sailed on scheduled race days.

## 6 DIVISION FLAGS

### 6.1 Class Flags

Division Flags will be:

|            |          |
|------------|----------|
| Division 0 | Flag "D" |
| Division 1 | Flag "V" |
| Division 2 | Flag "E" |
| Division 3 | Flag "T" |

### 6.2 Backstay Flags

All competitors shall fly conspicuously from the backstay (in the absence of a backstay from the starboard shroud) an identifying flag as follows:

|            |        |
|------------|--------|
| Division 0 | Black  |
| Division 1 | Blue   |
| Division 2 | Orange |
| Division 3 | White  |

Divisional flags are to be approximately 300mm by 210mm.

## 7 RACING AREA

See Course Diagrams Appendix A.

Adverse weather may dictate the use of courses using fixed marks as listed in Appendix B which will be advised in accordance with SI 4.

### 7.1 Divisions 0 and 1. (Course A)

The course will be either to the west of the main shipping channel (Races 1,2,3 & 7) or to the south of the Division 2 and 3 course (Races 4,5 & 6), unless weather conditions dictate a protected or shore based start as defined in the Sailing Instructions.

### 7.2 Divisions 2 and 3. (Course B)

The centre of the course will be in the vicinity of R2 to the east of the main shipping channel unless weather conditions dictate a protected or shore based start.

## 8 THE COURSE

The diagrams in Appendix A and B show the course(s) including the order in which the marks are to be rounded, the side on which each mark is to be left, and the approximate distance between marks in nautical miles. The actual course length and distance between marks will be set to suit the prevailing conditions. The course to be sailed will be designated by display of a numeral pennant corresponding to the course number. The Race Committee Vessel may advise details of the courses to be sailed on VHF (for channels refer SI 2) approximately 15 minutes before the first Warning Signal.

## 9 MARKS

Marks will be inflatable buoys as follows:

|             | Start Mark | Crowding | Windward Mark | Hitch Mark | Leeward mark 1 | Leeward mark 2         | New Mark – change of course | Finish Mark |
|-------------|------------|----------|---------------|------------|----------------|------------------------|-----------------------------|-------------|
| Divs. 0 & 1 | Yellow     | Orange   | Orange        | Yellow     | Orange         | Yellow with Black Band | Orange with Black Band      | Yellow      |
| Divs. 2 & 3 | Orange     | Yellow   | Yellow        | Orange     | Yellow         | Orange with Black Band | Yellow with Black Band      | Orange      |

### Leeward Mark Gates

Marks L1 or L2 may be laid as a pair of gate marks. When a leeward gate is laid, boats shall pass through the gate and then round either the port or starboard hand mark before commencing the next leg.

## 10 THE START

- 10.1 The Divisions will start as listed in SI 5.
- 10.2 Races will be started in accordance with RRS 26, with the warning signal given 5 minutes before the starting signal.
- 10.3 Times shall be taken from the visual signal. The failure of a sound signal shall be disregarded.
- 10.4 The starting line will be between a mast displaying an orange flag on the Race Committee Boat at the starboard end and the port end starting mark.
- 10.5 A crowding mark may be laid near the race committee boat, but not necessarily on the starting line. When laid it shall have the same required side as the race committee boat. Boats shall not pass from the course side to the pre start side of the line between the crowding mark and the race committee boat.
- 10.6 The one-minute sound signal will be of a longer duration and may be different in character from the other sound signals.
- 10.7 The race officer may broadcast on VHF the 10 second mark and last 5 seconds before each start.
- 10.8 Boats that have correctly started and are racing shall not sail through the start line whilst subsequent divisions are in their start sequence.

## 11 CHANGE OF THE NEXT LEG OF THE COURSE

A change of course after the start will be in accordance with RRS 33. Any mark to be rounded after rounding the next mark may be relocated to maintain the original course configuration. Should a change of course apply, the Race Committee shall display an International Numeral Pennant corresponding to the leg to be changed. For this purpose the Windward to Hitch mark is not regarded as a leg. When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

## 12 THE FINISH

The finishing mark will be as described in SI 9. The finish line will be between a mast or staff displaying an orange flag on a Race Committee Vessel and the finish mark.

## 13 TIME LIMIT

For Division 0 the time limit will be two hours.

Boats failing to finish within 40 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.

For Divisions 1,2 & 3 the time limit for each Division will be two hours and thirty minutes. Boats failing to finish within 90 minutes after the first boat in that division finishes or within the time limit, whichever is the later, will be scored "Did Not Finish (DNF)". This changes RRS 35 and A4.

## 14 PROTESTS AND REQUESTS FOR REDRESS

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 fax or email.

Breaches of SI 2 or 16 will not be grounds for protest by a boat. This changes RRS Rule 60.1(a). Penalties for a breach of SI 16 may be less than disqualification if the protest committee decides. Breaches of SI 2, 7 or 16 will not be grounds for requests for redress by a boat.

Protests will be heard at a time and place to be notified by the Host Club, but no later than midday on the Tuesday following the race.

## Club Marine Series 2011-2012

Host club contact numbers at the date of issue of these Sailing Instructions are as follows:

| Club | Fax       | Phone     |
|------|-----------|-----------|
| HBYC | 9397 1045 | 9397 6393 |
| RBYC | 9592 9633 | 9592 3092 |
| RMYS | 9534 4478 | 9534 0227 |
| RYCV | 9397 8160 | 9397 1277 |
| SYC  | 9598 8109 | 9599 0999 |

### 15 SCORING

For Division 0 fifteen races are scheduled of which three are required to constitute a series.

For Divisions 1, 2 & 3 nine races are scheduled of which three are required to constitute a series.

The Scoring System shall be in accordance with the Notice of Race.

### 16 SIGN ON and SIGN OFF

A boat intending to race shall sign on by sailing on **starboard tack** past the transom of its Committee Vessel prior to the first start for its division, hail her sail number, and receive acknowledgment from the Committee Vessel.

All boats are reminded to keep clear of the start line once they have signed on, and during the start sequence of another division. Failure to keep clear of other boats that may be in their starting sequence may result in protest by the Race Committee.

Boats that do not complete the course within the time limit or retire shall sign off by advising the Race Committee vessel on VHF or the Race Officer of the day at the host club as soon as practicable.

### 17 HANDICAPS AND RATINGS

Handicaps and ratings shall be in accordance with the Notice of Race.

### 18 COMMERCIAL SHIPPING

Port Rule 62B for Victorian Proclaimed Ports, including the waters of Port Phillip requires small vessels in all circumstances to keep clear of commercial shipping. Boats found to have contravened this rule will be subject to disqualification.

### 19 K CLASS

In the event of a need to signal Group "K" Boats independent of the Division in which they sail then the appropriate flags will be flown over the "K" flag. This could apply in the event of unsuitable weather conditions where Group "K" racing is abandoned by flying the "N" over "A" over "K" flags.

Skippers of all boats must recognise the limitations of their vessel and withdraw from the race if weather conditions exceed Class Rules or design safety.

The Race Committee shall designate as Group K boats entries that are limited by Class Rules or their design to lighter weather conditions under which they can sail than is normally the case for other keelboats, and the list will be posted on the Notice Board of the boats Home Club and may be on the YV Club Marine website.

### 20 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

### 21 INSURANCE

Each participating boat shall be insured with third-party liability insurance with a minimum cover of AUD \$10 million per event or the equivalent.

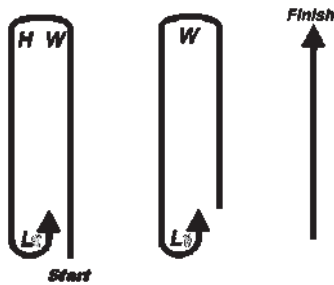
## Appendix A - Courses

| <u>Course No</u> | <u>Course</u>                                 | <u>Approximate Length (NM)</u> | <u>Approximate Distance L – W (NM)</u> |
|------------------|-----------------------------------------------|--------------------------------|----------------------------------------|
| 1                | Start – W – H – L1 – W – L1 – Finish          | 9                              | 1.7                                    |
| 2                | Start – W – H – L2 – W – L2 – Finish          | 13                             | 2.2                                    |
| 3                | Start – W – H – L1 – W – L1 – W – L1 – Finish | 12                             | 1.7                                    |
| 4                | Start – W – H – L2 – W – L2 – W – L2 – Finish | 15                             | 2.2                                    |
| 5                | Start – W – H – L1 – W – Finish               | 7                              | 1.7                                    |
| 6                | Start – W – H – L2 – W – Finish               | 9                              | 2.2                                    |
| 7                | Start – W – H – L1 – W – L1 – W – Finish      | 10                             | 1.7                                    |
| 8                | Start – W – H – L2 – W – L2 – W – Finish      | 13                             | 2.2                                    |
| 9                | Refer Appendix B                              |                                |                                        |
| 10               | Refer Appendix B                              |                                |                                        |

### Notes

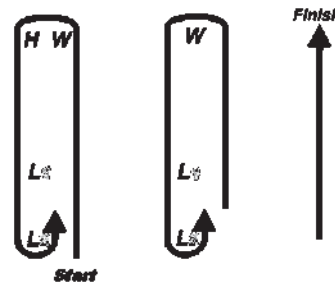
- (a) For the purpose of SI 11 Windward Mark (W) to Hitch Mark (H) is NOT regarded as leg of course. (Thus, Start to W is number 1, and H to L is number 2).
- (b) All marks to be rounded to PORT. (see also Appendix A Note (d)) .
- (c) For the purposes of this diagram:
  - W - means Windward Mark
  - L1 - means Leeward Mark or Gate (inner course)
  - L2 - Means Leeward Mark or Gate (outer course)
  - H - Means Hitch Mark
- (d) Leeward Mark Gates  
 Marks L1 or L2 may be laid as a pair of gate marks. When a leeward gate is laid boats, shall pass through the gate and then round either the port or starboard hand mark before commencing the next leg

Courses 1

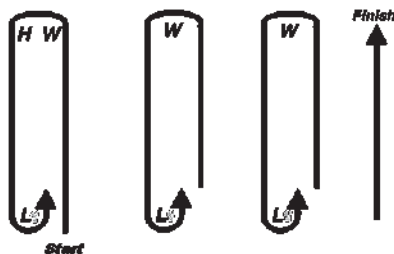


Course 2

(Note L1 does not have a hand)

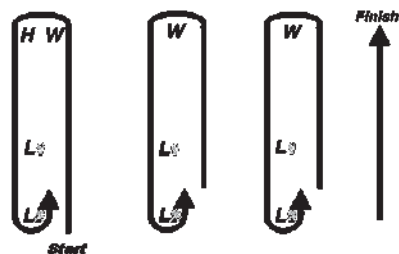


Courses 3

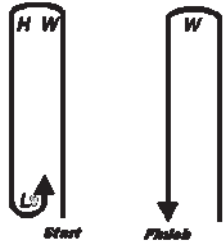


Course 4

(Note L1 does not have a hand)

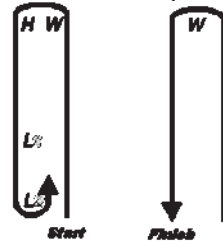


Courses 5

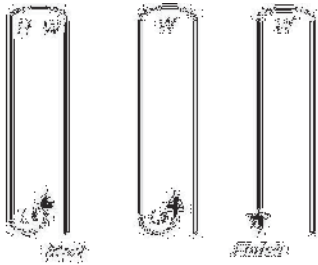


Course 6

(Note L1 does not have a hand)

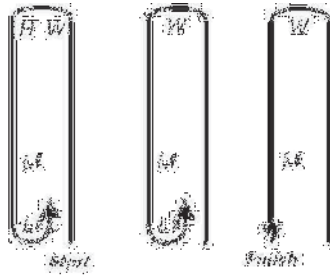


Course 7



Courses 8

(Note L1 does not have a hand)



Club Marine Series 2011-2012

