



ROYAL YACHT CLUB OF VICTORIA

# Lipton Cup Regatta 2023

## SAILING INSTRUCTIONS FOR KEELBOATS COURSE AREA CHARLIE SUNDAY 19 NOVEMBER 2023

### 1. RULES

- 1.1 The regatta will be governed by the rules as defined in the NOR

### 2 COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board in the western foyer of the club house. Notices may also be posted to the RYCV website.

- 2.2 The race office is located at the main RYCV office, telephone 9397 1277, email [rycv@rycv.asn.au](mailto:rycv@rycv.asn.au).

- 2.3 **[SP][NP] To comply with NOR2.3 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/1704> Failure to lodge a crew declaration will result in the boat being scored ZPF in accordance with RRS44.3(c) without a hearing for each race the boat fails to lodge a crew declaration on that day. This changes RRS 63.1, A4 and A5.**

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

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0830 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the Royal Yacht Club of Victoria flag mast.

5. **SCHEDULE OF RACES:**

5.1 The scheduled time of the first warning signal for Divisions A, B, C, D, E, F (1 long race) is 0955hrs.

6. **CLASS FLAGS**

6.1 The Class Flag for Division A will be Code Flag W.

The Class Flag for Division B will be Code Flag E.

The Class Flag for Division C will be Code Flag T.

The Class Flag for Division D (Bluebird's) will be Naval Numeral One.

The Class Flag for Divisions E and F will be Code Flag R.

7. **COURSES**

7.1 As described in Appendix B

8. **THE START**

8.1 The Starting Line will be between the Signal Mast displaying an orange flag on the Race Committee Vessel and the course side of the Starting Mark.

9. **FINISHING LINE**

9.1 The Finishing Line will be between the Signal Mast displaying a blue flag on the Race Committee Vessel and the course side of the Finish Mark.

10. **TIME LIMITS**

10.1 For Divisions A, B, C, D, E & F the time limit for the first boat to sail the course and finish shall be 1400 hours. If no boat has finished within the time limit the race shall be abandoned. Boats failing to finish before 1500 will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

11. **PROTESTS AND REQUESTS FOR REDRESS**

11.1 A boat protesting or requesting redress shall notify the officials aboard the Race Committee vessel if the protesting boat has finished, or if retired the Race Committee as soon as practicable. The Race Committee must be advised of the sail number of the boat protested.

11.2 Protests shall be made in writing and lodged with the Race Committee within 60 minutes of the finish time of the last boat in the last race of the day or the Race Committee signals no more racing today, whichever is later. Forms are available near the Regatta Notice Boards.

11.3 A hearing shall be scheduled as soon as practicable.

## 12. **SCORING**

### 12.1 Minimum Number of Starters

A minimum of 3 boats are required to start in a division for that division to be scored.  
This changes RRS A4 and A5

12.2 One race is required to be completed to constitute a series.

12.3 Each boat's series score shall be the total of her race scores.

## 13. **OFFICIAL BOATS**

13.1 The Race Committee Vessel will display the burgee of the Royal Yacht Club of Victoria.

13.2 Official Vessels other than the Race Committee Vessel may also display the burgee of the Royal Yacht Club of Victoria.

## 14. **DISCLAIMER OF LIABILITY**

The safety of the boat and its crew, including insurance, is the sole responsibility of the owner/competitor racing the boat. All those taking part in this Regatta do so at their own risk and responsibility. The Royal Yacht Club of Victoria, its Officers or Regatta Officials are not responsible for the seaworthiness of a boat whose entry is accepted or for the sufficiency or adequacy of its equipment. Attention is drawn to RRS3. A boat is solely responsible for deciding whether or not to start or to continue racing.

## **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

### B2. LONG RACE FOR DIVISIONS A, B, C, D, E & F

Course 1 about 12.4nm  
Order and hand to pass.

Mark	Notes
Start	About 0.5nm East of Ch 73
Gate 1p & 1s	Orange inflatables
Gate R2	Inflatable mark and R2 both yellow marks
Gate 1p & s	Orange Inflatables
Gate R2	Inflatable mark and R2 both yellow marks
Gate 1p & 1s	Orange inflatables
Volvo	Leave to starboard
Finish	At Xray

Course 2 about 7.8nm  
Order and hand to pass.

Mark	Notes
Start	About 0.5nm East of Ch 73
Gate 1p & 1s	Orange inflatables
R2 Gate	Yellow marks
Gate 1p & 1s	Orange inflatables
Volvo	Leave to starboard
Finish	At Xray

### MARKS

Descriptions

Starting mark – A Yellow cylindrical buoy

Finish mark – A blue cylindrical mark at Xray at about 37° 51.27'S 144° 55.05'E

The approximate magnetic bearing of mark 1p/1s gate in relation to the start mark will be displayed on a board on the Race Committee Vessel prior to the start.

R2 A yellow buoy marked R2 at about 37° 54.53'S 144° 56.34'E

Volvo A yellow buoy at about 37° 51.80'S 144° 55.49'E

