



Royal Melbourne Yacht Squadron
Sailing Instructions 2022-2023

Pier Road, St. Kilda, VIC, 3182

www.rmys.com.au

Phone: (03) 9534 0227

Email: boating@rmys.com.au

Committee Boat: William Paterson

Race Vessels: Killara

Albatross

Marshall Hawes

Rohan Brownlee

Land Based Call signs: Squadron Tower

VHF Channel 72

Squadron Base

Amendments

Date Issued	Amendment Number	Link
1 July 2022	2022-2023 v1.0	Updated, replacing version 6.0
18 August 2022	Amendment 1	https://www.rmys.com.au/wp-content/uploads/2022/08/SI-Amendment-1.pdf
21 September 2022	Amendment 2	https://www.rmys.com.au/wp-content/uploads/2022/09/SI-Amendment-2.pdf

Contents

1	ORGANISING AUTHORITY.....	3
2	RULES.....	3
3	SAFETY REQUIREMENTS.....	3
4	ELIGIBILITY REQUIREMENTS.....	4
5	NOTICES TO COMPETITORS.....	5
6	CHANGES TO SAILING INSTRUCTIONS.....	5
7	START SHEET.....	5
8	SIGNALS MADE ASHORE.....	5
9	ON STATION.....	6
10	CLASS FLAGS.....	6
11	THE COURSES.....	6
12	MARKS.....	7
14	THE START.....	8
15	RECALLS (TOWER STARTS USING LIGHT BOX).....	11
16	USE OF SELF STEERING GEAR.....	12
17	CHANGE OF THE NEXT LEG OF THE COURSE.....	12
18	SHORTENING COURSE.....	13
19	RETIREMENT.....	13
20	THE FINISH.....	13
21	TIME LIMITS.....	14
22	PROTESTS AND REQUESTS FOR REDRESS.....	14

RMYS Sailing Instructions 2022-2023

Appendix 1 – The Course Area.....	16
Appendix 2 – Marks.....	17
Appendix 3 – Laid Courses	20
Appendix 4 – Pursuit Courses.....	23
Appendix 5 – Squadron Courses.....	26
Appendix 6 – Glossary	28

1 ORGANISING AUTHORITY

- 1.1 These sailing instructions are for races conducted by Royal Melbourne Yacht Squadron (RMYS).
- 1.2 Where another club runs the race on behalf of RMYS, their sailing instructions shall apply plus paragraph 3.8 (crew declaration).

2 RULES

- 2.1 The races will be governed by the rules as defined in the World Sailing Racing Rules of Sailing (RRS), the Prescriptions and Special Regulations (SR) of Australian Sailing and any class, handicap or rating requirements that are applicable to a competing yacht.
- 2.2 Yachts shall comply with the requirements of State legislation, Port of Melbourne Corporation and local authorities.
- 2.3 Between the hours of sunset and sunrise, the International Regulations for Prevention of Collisions at Sea (IRPCS) will replace the rules of RRS Part 2.

3 SAFETY REQUIREMENTS

- 3.1 The responsibility for a yacht's decision to participate in a race or to continue racing is theirs alone. (RRS3)
- 3.2 Attention is drawn to the Marine Safety Act and the requirement to wear PFDs at times of "heightened risk". Additionally, PFDs must be worn when code flag Y is flying.
- 3.3 Yachts on the RMYS register must have lodged a valid Special

RMYS Sailing Instructions 2022-2023

Regulation Equipment Audit Form for at least the safety category of the race with the office. Yachts from visiting clubs must have done so with their own club. Yachts failing to do so shall be scored DNC without a hearing. This changes RRS 63.1.

- 3.4 Equipment Audit Forms expire on June 30th each year and must be renewed annually. Owners are responsible for ensuring the yacht is maintained according to the Equipment Audit Form.
- 3.5 Yachts competing must comply with the safety category as specified in the Notice of Race. If issued, stickers attesting to the safety category of the yacht shall be attached to the transom.
- 3.6 No anchor shall be carried forward of the stem or with any part protruding outboard.
- 3.7 All yachts shall carry a serviceable VHF radio capable of operating on channels 16, 69, 71, 72, 73, 77, 82.
- 3.8 All yachts on the RMYS register shall make a crew declaration using the Memberpoint App before the warning signal of the race. Failure to do so may result in the Race Committee scoring the yacht DSQ without a hearing. This changes RRS 63.1.
- 3.9 If a gale warning issued by the Bureau of Meteorology is current four hours before the scheduled warning signal the race shall be abandoned.
- 3.10 The Race Officer may postpone or abandon a race at their discretion.

4 ELIGIBILITY REQUIREMENTS

- 4.1 All persons aboard a yacht on the RMYS register when racing must be RMYS members or hold a SailPass.
- 4.2 Any yacht that races with ineligible crew may be disqualified without a hearing. This changes RRS 63.1.
- 4.3 Yachts rostered on to provide a volunteer who fail to do so and subsequently race may be disqualified without a hearing.

If providing a volunteer means that the boat does not have sufficient crew to race, average points shall be awarded. This changes RRS 63.1.

5 NOTICES TO COMPETITORS

- 5.1 Notices to competitors will be posted on the RMYS online noticeboard; <https://www.rmys.com.au/official-notice-board/> and on the Olympic Bar notice board, and in addition may be otherwise advised to competitors.
- 5.2 Supplementary sailing instructions will be posted on the RMYS website.

6 CHANGES TO SAILING INSTRUCTIONS

- 6.1 Any change to the sailing instructions will be posted no less than two hours before the start of the race. Any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

7 START SHEET

- 7.1 A start sheet will be issued for each race. It will include yachts entered, sail numbers, skipper's name, handicaps and the following information:

Item	Example
Starting line	Breakwater or Committee boat
Type of course	Pursuit, Laid, Squadron or Special
Time limit	3 hours or Specified time
Safety category	Category 6
Version of Sailing Instructions	2022-2023

8 SIGNALS MADE ASHORE

- 8.1 Signals made ashore will be displayed from the RMYS clubhouse flag pole or tower.

RMYS Sailing Instructions 2022-2023

8.2 In addition to 8.1, code flag Q flown from the clubhouse flag pole indicates that laid courses will be run as Squadron courses.

9 ON STATION

9.1 To alert yachts that a race or sequence of races will begin soon, an orange flag will be displayed on the committee boat or the club burgee will be displayed from the tower, with one sound at least five minutes before a warning signal is made.

10 CLASS FLAGS

10.1 Class flags are as follows.

Class	Code Flag	Backstay Flag
Division 1	V	Blue
Division 2	E	Orange
Division 3	T	Whites
Combined Divisions	R	
Two Handed	W	Yellow
Cruising	G	Green
Spinnaker race started in a Pursuit race	K	Orange
Non-Spinnaker race started in a Pursuit race	O	
Multihull	Pink	Pink

11 THE COURSES

11.1 Squadron courses are races starting and finishing at the RMYS breakwater tower.

11.2 Laid courses are around temporary marks starting from the committee boat.

11.3 Pursuit courses may have spinnaker and non-spinnaker divisions, and are raced from the tower. The same course number will be advised for both divisions, but the courses may be different. Spinnaker courses have a "S" suffix.

RMYS Sailing Instructions 2022-2023

- 11.4 For laid courses, the course is advised by numeral pennants no later than 5 minutes before the warning signal. The Race Committee may also display the compass bearing of the first leg.
- 11.5 For Squadron and pursuit courses, the course is advised in the window of the Tower no later than 5 minutes before the warning signal, on the digital display or using numeral pennants. Each mark has a correct passing side.
- 11.6 Information may also be provided on VHF 72.
- 11.7 The courses are in appendices 3, 4 and 5.
- 11.8 For non-spinnaker races, only headsails, mainsails and mizzens shall be used. Except when changing headsails, only one headsail can be used at a time. Headsails must be flown from the forestay.

12 MARKS

- 12.1 For laid courses, marks are orange and cylindrical or conical in shape.
- 12.2 Pursuit and Squadron course marks are described in Appendix 2.
 - a) For Pursuit and Squadron courses, mark H may be laid on or near the start/finish line. Yachts shall not go between H and the Tower at any time after it has started, including after it has finished. Yachts doing so shall be scored NSC (not sailed course). This changes RRS 63.1.
 - b) Unless the course advises otherwise, yachts shall not cross the start/finish line unless starting or finishing.
 - c) RMYS mark S shall be used to replace a missing mark. It shall be in close proximity to the missing mark. Participants will be advised on VHF channel 72 before the start.

13 PRE-RACE SIGN ON FOR PASSAGE AND NIGHT RACES

RMYS Sailing Instructions 2022-2023

- 13.1 A pre-race sign on schedule for all passage and night races will be conducted by the Race Officer on VHF channel 72, commencing no later than 30 minutes before a yacht's scheduled start time. Yachts will be called in the order they appear on the starters list and should respond: "(Yacht Name) is a starter, (xx) persons on board, over".
- 13.2 Yachts who do not respond on the first call must wait until they are re-called at the end of the schedule.
- 13.3 Failure to sign on in the pre-race schedule may be scored DNS without a hearing. This changes RRS 63.1.

14 THE START

- 14.1 The start line will be indicated on the Start Sheet. The race will be either a Tower Start or a Committee Boat Start. Either the tower or committee boat will display the RMYS burgee. Failure of the committee to display the RMYS burgee will not be grounds for redress. This changes RRS 62.1(a).

14.2 Tower Start

- a) The **Tower Start** is an imaginary line between the vertical line on the breakwater race tower and mark A, excluding between Mark H and the Tower. Mark H is laid a short distance off the breakwater and is not necessarily located on the starting line. Mark H shall be treated as a crowding buoy.
- b) Prior to starting, a yacht passing between Mark H and the Tower must correct their error by returning to the pre-start side of the course.
- c) Yachts not yet racing (before their preparatory signal) shall keep clear of yachts that are racing and stay at least 50m from the start line.
- d) After all yachts have started, the imaginary line between Mark H and the Tower is an obstruction. It

remains an obstruction until all yachts have finished.

- e) In the event of failure of the lights system, races will be conducted according to RRS26.

14.3 Committee Boat Start

- a) The Committee boat start is an imaginary line between the signal mast displaying an orange flag on the Committee Boat and a yellow cylindrical buoy.
- b) A crowding buoy may be laid near the Committee Boat. This will be an extension of the Committee Boat. If laid, yachts shall leave this mark on the same side as the Committee Boat. A yacht passing between the crowding buoy and the Committee Boat must correct their error by returning to the pre-start side of the course.












14.4 Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

14.5 Starting Procedure- laid courses.















Signal	Flag	Sound	Minutes before starting signal
Warning	Class flag	1 short	5
Preparatory	P, I, Z, Z with I,U or black flag	1 short	4
One minute	Preparatory flag removed	1 long	1
Starting	Class flag removed	1 short	0

14.6 Starting procedures for Squadron courses are outlined overleaf, changing RRS26.

RMYS Sailing Instructions 2022-2023

TOWER STARTING PROCEDURE - COMBINED				
Signal	Lights	Number Display	Sound	Minutes before starting signal
				
Warning	F.W – Fl.G - F.W 		1 Sound Signal	-4.59
Preparatory	Fl.G - F.W 		1 Sound Signal	-3.59
One Minute	F.W 		1 Long Sound Signal	60 Seconds count down
Start	All Lights Extinguished 		1 Sound Signal	0 Minutes
NB: COURSE NUMBER WILL BE DISPLAYED ON START BOX UNTIL WARNING SIGNAL. ALSO DISPLAYED IN TOWER WINDOW				

14.7 Starting procedures for pursuit starts are outlined below, changing RRS26.

TOWER STARTING PROCEDURE - PURSUIT				
Signal	Lights	Number Display	Sound	Minutes before and after starting signal
				
Warning	F.W – Fl.G - F.W 		1 Sound Signal	-4.59
Preparatory	Fl.G - F.W 		1 Sound Signal	-3.59
One Minute	F.W 		1 Long Sound Signal	59 Seconds
Start of boats on 00 min handicap	All Lights Extinguished 		1 Sound Signal	0 Minutes
Start of boats on 1 min handicap			1 sound signal	1 min
Start of boats on 6 min handicap			1 sound signal	6 min
Start of boats on 7 min handicap			1 sound signal	7 min
NB: COURSE NUMBER WILL BE DISPLAYED ON START BOX UNTIL WARNING SIGNAL. ALSO DISPLAYED IN TOWER WINDOW				

- 14.8 The first yacht(s) start in accordance with RRS 26 except that '-0' will be displayed on the light boards as the warning signal and changed to '00' as the start signal.
- 14.9 For subsequent yachts, their preparatory signal is at four minutes prior to the vessel's nominal starting time. The one-minute signal is the display of the number prior to the yacht's nominal starting time.
- 14.10 For clarity, the yacht's start is when the number is first displayed, **not** when the number is replaced.
- 14.11 Where the time displayed on the Tower does not align with the local time, the displayed number will be used.
- 14.12 Yachts starting more than 10 minutes after their starting signal shall be scored DNS.

15 RECALLS








- 15.1 Individual recalls - Pursuit races
 - a) Yachts starting one minute or more before their allocated start time shall receive a DNS. No recall signal shall be made. This changes RRS 29.1.
 - b) Yachts starting before their allocated start time by less than one minute: The Race Committee shall promptly display a yellow flashing light accompanied by one sound signal. The yellow strobe will be displayed for a period of 45 seconds or until all such yachts are completely on the pre-start side of the line or its extensions, whichever is earlier. An individual recall message may be made on VHF channel 72
 - c) There are no general recalls for pursuit starts. This changes RRS 29.2.
- 15.2 Recalls for squadron courses will be as described in 15.5
- 15.3 Recalls for Committee Boat starts will be conducted in

RMYS Sailing Instructions 2022-2023

accordance with RRS 29

15.4 For Squadron or laid courses, when a general recall has been signalled, the start(s) for succeeding class(es) will be postponed accordingly.

15.5 Additional light signals.

OTHER SIGNAL				
Signal	Lights	Number Display	Sound	Notes
Individual Recall Pursuit Race	Fl.Y light will be illuminated for 45 seconds maximum. 		1 Sound Signal	Infringing yachts may be notified by Radio on VHF 72
Individual Recall Combined Start	Fl.Y light will be illuminated for 3 minutes or until the yacht has returned to the pre-start side of the start line 		1 Sound Signal	Infringing yachts may be notified by Radio on VHF 72
General Recall	Fl.Y and Fl.R lights will be illuminated for 5 minutes or until all yachts have returned to the starting area 		2 Sound Signals	The fleet may be notified by Radio on VHF 72
Postponement	All lights flashing 		2 Sound Signals	The fleet may be notified by Radio on VHF 72
Abandonment/Cancellation Return to shore	Fl.R light 		3 Sound Signals	The fleet may be notified by Radio on VHF 72
Shorten Course	Alternating Yellow and Red Flashing 		2 Sound Signal	Fleet may be advised by VHF 72

16 USE OF SELF STEERING GEAR

16.1 A yacht sailing two handed in an open event may use self-steering equipment after the start. This changes RRS52.

17 CHANGE OF THE NEXT LEG OF THE COURSE

17.1 A change of course will be signalled by a Committee Boat stationed near the mark at the start of the leg being changed. The boat will display code flag S and make repetitive sound

signals. The change will be signalled before the leading yacht has begun the leg, even if the new mark is not yet in position. A bearing to the new mark may be displayed.

- 17.2 To change the next leg of the course, the Race Committee will lay a new orange mark with a black band, or move the finishing line, and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

18 SHORTENING COURSE

- 18.1 Laid courses will be shortened in accordance with RRS 32.
- 18.2 For Squadron courses and courses finishing after dark, courses may be shortened at mark A. Notification may also be made on VHF channel 72. This changes RRS 32.
- 18.3 Yachts may not sail between mark H and the Tower, even after finishing.

19 RETIREMENT

- 19.1 Yachts retiring from a race shall notify the Race Committee of their retirement or intention to retire as soon as practicable via VHF channel 72 and should also advise the reason for retiring and if there is any damage or crew injuries.
- 19.2 Yachts who have completed a crew declaration shall notify the Race Committee if they do not intend to start.

20 THE FINISH

- 20.1 For laid courses, the finishing line will be between the mast of the Committee Boat displaying a blue flag and a blue conical buoy.
- 20.2 For breakwater finishes, the finish line is between the vertical line on the tower and RMYS mark A. Yachts may not sail between mark H and the tower, even after finishing.

RMYS Sailing Instructions 2022-2023

- 20.3 Yachts should not pass back through the line after finishing.
- 20.4 Yachts finishing between sunset and sunrise are required to notify the Race Committee by radio (Call Sign - Squadron Tower) on VHF channel 72 approximately 5 minutes before their finish and illuminate their sail numbers continuously from 100 metres before the finish line until they have cleared the finish line. Yachts should radio Squadron Tower announcing their sail number when crossing the finish line.

21 TIME LIMITS

- 21.1 The time limit will be as stated on the Start Sheet.
- 21.2 A yacht failing to finish within 60 minutes of the first yacht, or within the time limit, whichever is the later, shall be scored Did Not Finish (DNF). This changes RRS 35.
- 21.3 Boats finishing later than 10 minutes before the time of sunset specified on the start sheet shall receive a score of DNF.

22 PROTESTS AND REQUESTS FOR REDRESS

- 22.1 Protests and requests for redress shall be lodged in accordance with RRS Part 5, Section A.
- 22.2 Protests shall be lodged at the RMYS office no later than 10:00 hrs on the next RMYS office business day following the race.
- 22.3 Arbitration
 - a) At the discretion of the Protest Committee, an arbitration hearing may be heard prior to a protest hearing involving an alleged breach of a rule of RRS Part 2.
 - b) One representative from each yacht shall meet with the mediator and no witnesses will be allowed.
 - c) A yacht that accepts fault at a mediation hearing will be penalized by having their race score increased by 25% of the difference between the yacht's finishing score and the score for DSQ in her division or class, rounded up to the next

RMYS Sailing Instructions 2022-2023

whole number. All other yachts' scores will remain the same. Once accepted, this decision is not subject to reopening or appeal. This changes RRS 63, 64.1 and RRS appendix A.

- d) Protests not resolved by mediation will be heard by the Protest Committee.
- e) The mediator may be a member of any subsequent Protest Committee or may observe and give evidence to a Protest Committee. This changes RRS Rule 63.3(a).

22.4 Protests may be heard at the RMYS clubhouse no earlier than 18:00 hrs on the first Thursday following the race, unless otherwise advised.

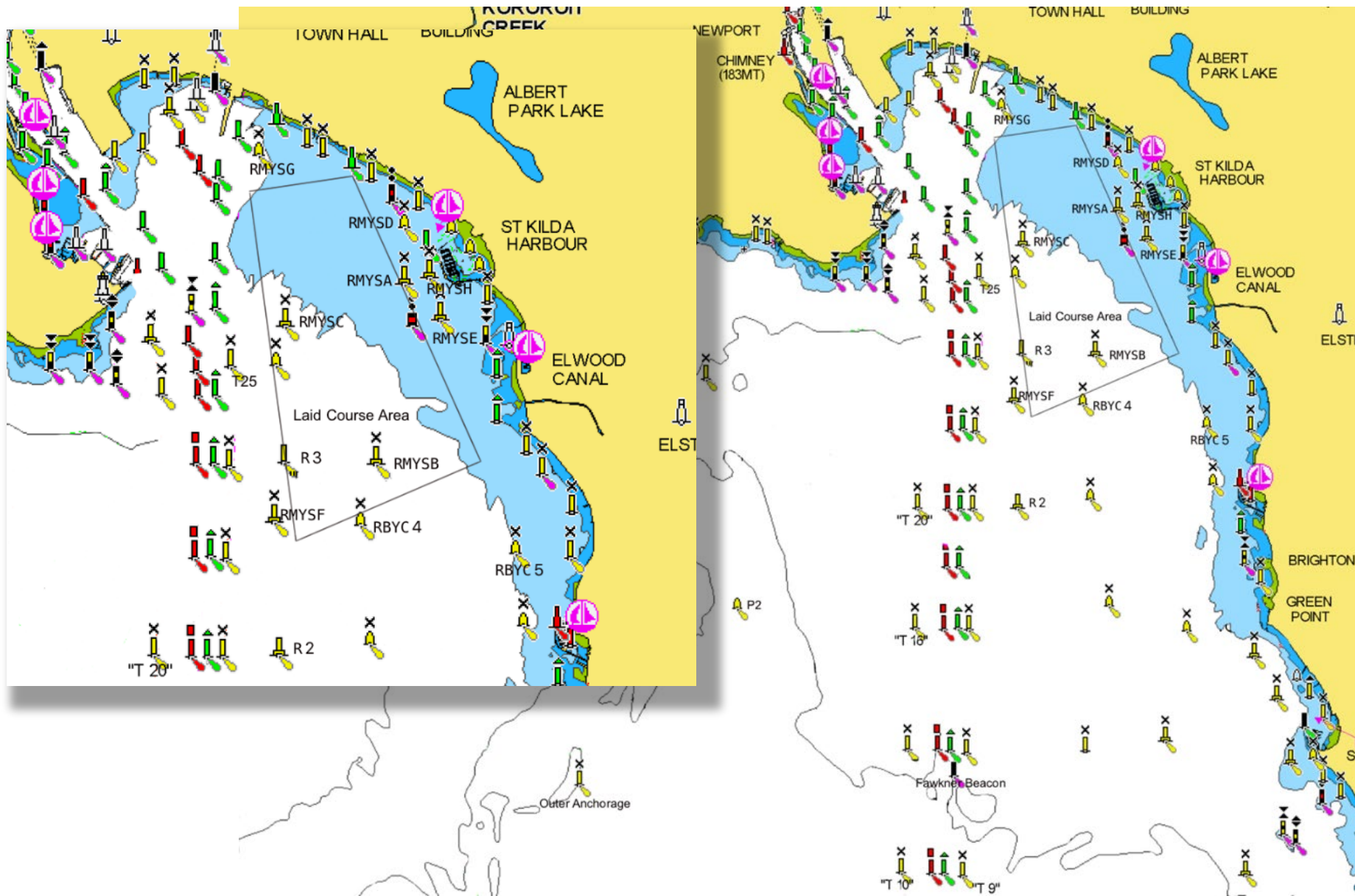
23 AVOIDING COMMERCIAL SHIPPING

23.1 Yachts which find themselves in danger of interfering with commercial shipping may use their engine to avoid interference and will not be penalised under RRS 42 provided that:

- a) It is used only as necessary to avoid the commercial shipping in question.
- b) No advantage is gained through its use.
- c) A declaration containing a complete description of the circumstances is submitted to the Race Committee within the protest time limit. This changes RRS 42.

24 APPENDICES

Appendix 1 – The Course Area



Appendix 2 – Marks

- Latitude and longitude are approximate and no guarantee of accuracy may be presumed.
- The positions of fixed navigation marks listed below are as shown on the current Australian charts AUS 143, 154 and 155 as modified by Notices to Mariners.

RMYS Club Marks

- RMYS fixed mark are a yellow cylinder with a light sequence of Fl (4) Y. 10s.

RMYS Marks			
Mark	Colour	Lat °S	Long °E
RMYS A	Yellow	37° 51.90'	144° 57.46'
RMYS B	Yellow	37° 53.27'	144° 57.13'
RMYS C	Yellow	37° 52.20'	144° 56.40'
RMYS D	Yellow	37° 51.49'	144° 57.47'
RMYS E	Yellow	37° 52.15'	144° 57.79'
RMYS F	Yellow	37° 53.69'	144° 56.21'
RMYS G	Yellow	37° 50 98'	144° 56.16'
RMYS H	Yellow	37° 51.86'	144° 57.69'
RMYS S	Yellow	Used to replace a missing mark	

Fixed Marks

FIXED NAVIGATION MARKS			
Mar k	Description	Lat °S	Long °E
BLA	Blairgowrie Finish Line	38° 21.29'	144° 46.53'
CAR2	Carrum No. 2	38° 03.03'	145° 04.65'
FWK	Fawkner Beacon	37° 56.93'	144° 56.61'
GB	Gellibrand pile	37° 52.62'	144° 54.88'
MORN	Finish line at Mornington	38° 12.64'	145° 02.20'
OA	Outer Anchorage	37° 56.91'	144° 51.52'
PARL	Finish line at Portarlington	38° 06.61'	144° 39.14'
PGB	Prince George Bank Beacon	38° 06.50'	144° 44.12'
PHEN	Channel mark off Point Henry	38° 07.30'	144° 26.70'
PWIL	End of Point Wilson pier	38° 05.80'	144° 32.30'
PR1	Point Richards No. 1 Beacon	38° 05.16'	144° 38.48'
P2	Pipeline No. 2 Buoy	37° 55.44'	144° 53.20'

RMYS Sailing Instructions 2022-2023

P3	Pipeline No. 3 Buoy	37° 53.40'	144° 52.87'
R1	Recreational Buoy No. 1	38° 16.35'	144° 58.44'
R2	Recreational Buoy No. 2	37° 54.56'	144° 56.34'
R3	Recreational Buoy No. 3	37° 53.16'	144° 56.39'
R4	Recreational Buoy No. 4	37° 50.70'	144° 55.36'
SC19	South Channel Mark 19	38° 20.20'	144° 54.40'
SPG	Spoil ground Buoy	37° 59.10'	144° 53.00'
WCH	West Channel Pile	38° 11.66'	144° 45.32'

Channel Marks

Mark	Lat °S	Long °E
T1	38° 00.01'	144° 55.66'
T25	37° 52.48'	144° 55.97'
Ch 01	37° 55.60'	144° 55.62'
Ch 03	37° 55.08'	144° 56.50'
Ch 06	37° 54.56'	144° 55.53'
Ch 07	37° 53.85'	144° 55.70'
Ch 08	37° 53.85'	144° 55.59'
Ch 10	37° 53.18'	144° 55.59'
Ch 11	37° 52.68'	144° 55.76'
Ch 12	37° 52.68'	144° 55.62'
Ch 15	37° 52.09'	144° 55.55'
Ch 17	37° 51.80'	144° 55.28'
Ch 17A	37° 51.55'	144° 55.18'
Ch 19	37° 51.48'	144° 55.00'
Ch 19A	37° 51.50'	144° 55.12'
Ch 21	37° 51.23'	144° 54.78'
Ch 70	37° 52.07'	144° 55.65'
Ch 71	37° 52.20'	144° 55.70'
Ch 72	37° 51.723'	144° 55.669'
Ch 74	37° 51.30'	144° 55.68'
Ch 75	37° 51.304'	144° 55.786'
Ch 76	37° 51.10'	144° 55.63'
Ch 77	37° 51.14'	144° 55.79'
Ch 79	37° 50.86'	144° 55.98'
Ch 80	37° 50.743'	144° 55.530'
Ch 81	37° 51.03'	144° 54.75'

Marks of Other Clubs

Royal Brighton Yacht Club (RBYC) Marks			
Mark	Colour	Lat °S	Long °E
RBYC 1	Yellow	37° 55.63'	144° 58.24'
RBYC 2	Yellow	37° 55.40'	144° 57.37'
RBYC 3	Yellow	37° 54.46'	144° 57.16'
RBYC 4	Yellow	37° 53.61'	144° 57.08'
RBYC 5	Yellow	37° 53.81'	144° 58.46'
RBYC 6	Yellow	37° 54.35'	144° 58.56'

Appendix 3 – Laid Courses

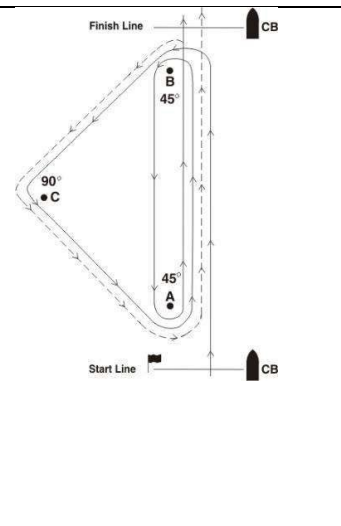
General

- Laid courses to be sailed will be indicated by numeral pennants.
- Courses shall be sailed leaving all marks to port, unless a green flag is flown below the numeral pennant(s) indicating that all marks shall be left to starboard.
- A compass bearing to the first mark may be displayed from the Committee Boat.
- In the course diagrams and descriptions, 'CB' indicates the Committee Boat.
- Course diagrams are indicative of each individual leg only. Refer to course descriptions for the number of legs to be sailed and mark rounding order.
- Where a hitch mark is included in the course description, it is designated H.

Triangle - Windward & Return Courses

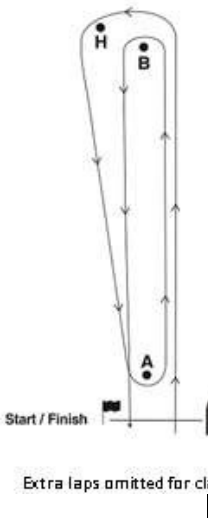
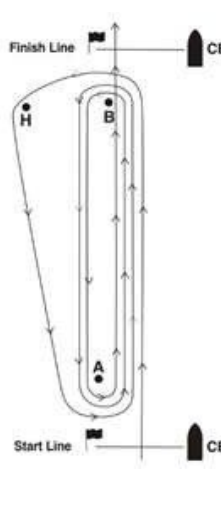
- The start line may be laid approximately 0.1 nm downwind of mark A.
- The finish line may be laid approximately 0.1 nm upwind of mark B.
- The Race Officer will, at their discretion, set the length of each leg and reserves the right to lengthen, shorten or swing the course.

TRIANGLE WINDWARD & RETURN COURSES		
No.	Course	Legs
1	Start, B, C, A, B, A, Finish.	6
2	Start, B, C, A, B, A, B, A, Finish.	8
3	Start, B, C, A, B, A, B, C, A, Finish.	9

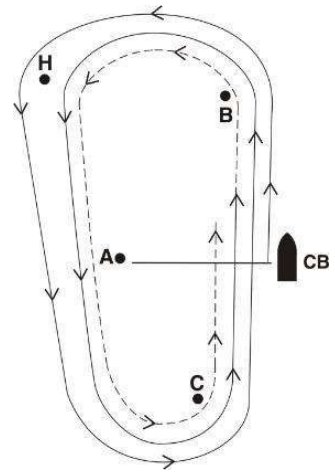


Windward & Return Courses

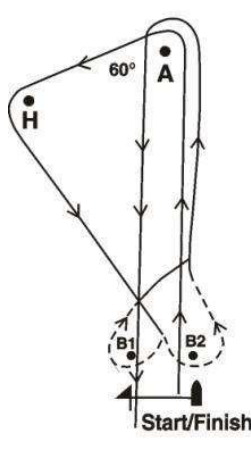
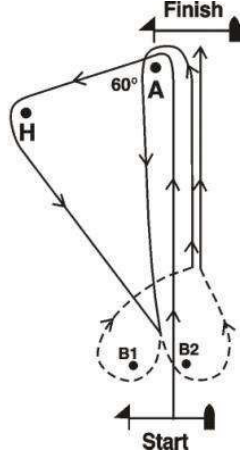
- The start line may be laid approximately 0.1 nm downwind of mark A.
- The finish line may be laid approximately 0.1 nm upwind of mark B.

WINDWARD AND RETURN COURSES				
No.	Course	Legs		
4	Start, B, H, A, B, Finish.	4	Extra laps omitted for cl	Courses 4 and 6
5	Start, B, H, A, B, A, Finish.	5		
6	Start, B, H, A, B, A, B, Finish.	6	Courses 5 and 7	Courses 5 and 7
7	Start, B, H, A, B, A, B, A, Finish.	7		

Windward & Return Courses with Gate

WINDWARD AND RETURN COURSES WITH WINDWARD GATE			
No	Course	Legs	
8	Start, B, H, C, B, C, B, C, finish on leg C to B and pass A(P) or CB(S). On legs C-B pass A(P) and CB(S).	7	Courses 5 and 7
9	Start, B, H, C, B, C, finish on leg C to B and pass A(P) or CB(S). On legs C-B, A(P) and CB(S).	5	

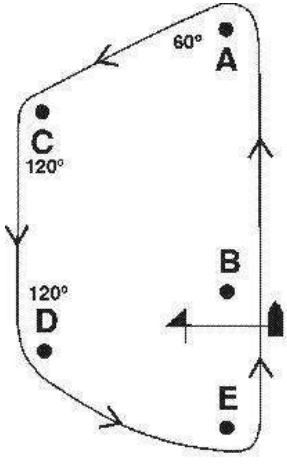
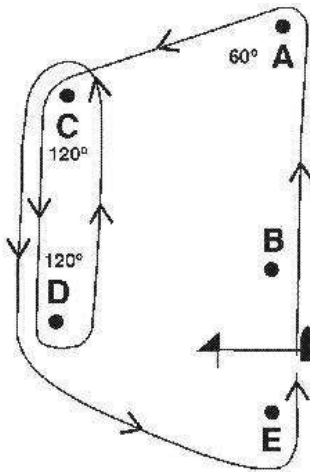
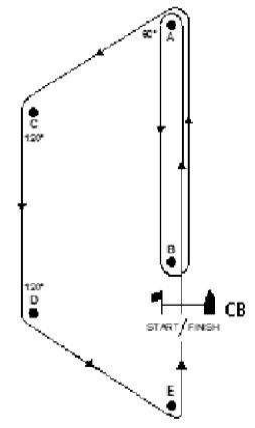
WINDWARD AND RETURN COURSES WITH LEEWARD GATE		
No.	Course	Legs
10	Start, A, H, B1/B2, A, Finish.	4
11	Start, A, H, B1/B2, A, B1/B2, Finish.	5
12	Start, A, H, B1/B2, A, B1/B2, A, Finish.	6
13	Start, A, H, B1/B2, A, B1/B2, A, B1/B2, Finish.	7

Courses 10 & 12	Courses 11 & 13
Extra lap omitted for clarity (course 12)	

Trapezoid Courses

No.	Course	Legs
14	Start, A, C, D, E, Finish.	5
15	Start, A, C, D, C, D, E, Finish.	7
16	Start, A, C, D, C, D, C, D, E, Finish.	9
17	Start, A, B, A, C, D, E, Finish.	7
18	Start, A, B, A, B, A, C, D, E, Finish.	9

Course 14	Courses 15 & 16 Extra lap omitted for clarity (course 16)	Courses 17 & 18 Extra lap omitted for clarity (course 18)
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Appendix 4 – Pursuit Courses

- While one number will be displayed, the yachts in the spinnaker division will sail the 's' designated course.
- Refer 14.2 on how Mark H is treated.
- Yachts may not pass between Mark A and the Tower, unless starting, finishing or Mark A is a mark of the course.
- Rounding sides of the marks are as follows:

Pass **RED** shaded marks to Port

Pass **GREEN** shaded marks to Starboard

Course Number s=spinnaker	Start Direction	Course						nm
1	North	D	G	F	E	Finish	All marks to port	6.6
1 s	North	D	G	R2	E	Finish		8.2
2	North	G	C	E	Finish		All marks to port	4.1
2 s	North	G	R3	E	Finish			5.4
3	North	D	B	E	Finish		All marks to port	3.8
3 s	North	D	F	E	Finish			5.2
4	North	D	C	F	E	Finish	All marks to port	5.4
4 s	North	D	C	R2	E	Finish		6.9
5	North	G	B	E	Finish		All marks to port	5.4
5 s	North	G	RBYC4	E	Finish			6.0
6	North	D	C	B	E	Finish	All marks to port	4.3
6 s	North	D	C	RBYC ₄	E	Finish		5.0
7	North	G	R3	E	Finish		All marks to port	5.4
7 s	North	G	F	E	Finish			6.4
8	North	D	G	B	E	Finish	All marks to port	5.6
8 s	North	D	G	RBYC ₅	E	Finish		7.0
9	North	D	C	E	Finish		All marks to port	3.0
9 s	North	D	T25	E	Finish			4.1
15	South	E	F	G	D	Finish	All marks to STBD	6.6
15 s	South	E	R2	G	D	Finish		8.2
16	South	E	C	G	D	Finish	All marks to STBD	4.3
16 s	South	E	B	G	D	Finish		5.6
17	South	E	F	D	Finish		All marks	5.2

RMYS Sailing Instructions 2022-2023

17 s	South	E	R2	D	Finish		to STBD	6.6
18	South	E	F	C	D	Finish	All marks to STBD	5.4
18 s	South	E	R2	C	D	Finish		6.9
19	South	B	F	C	D	Finish	All marks to STBD	5.3
19 s	South	B	F	G	D	Finish		6.5
20	South	E	C	D	Finish		All marks to STBD	3.0
20 s	South	E	R3	D	Finish			4.1
21	South	E	T25	G	D	Finish	All marks to STBD	5.0
21 s	South	E	F	G	D	Finish		6.6
22	South	RBYC5	B	D	Finish		All marks to STBD	5.5
22 s	South	RBYC5	G	D	Finish			7.0
23	South	RBYC5	C	D	Finish		All marks to STBD	5.9
23 s	South	RBYC5	G	D	Finish			7.0
31	North	G (p)	C (p)	D (s)	Finish			4.1
31 s	North	G (p)	R3 (p)	D (s)	Finish			5.9
32	North	D (p)	C (s)	G (s)	D (s)	Finish		4.3
32 s	North	D (p)	R3 (s)	G (s)	D (s)	Finish		6.0
33	South	B (p)	E (p)	C (s)	D (s)	Finish		5.3
33 s	South	RBYC5 (p)	E (p)	C (s)	D (s)	Finish		6.4
34	North	D (p)	C (p)	E (s)	B (s)	Finish		5.3
34 s	North	D (p)	C (p)	E (s)	RBYC5 (s)	Finish		6.4
35	South	E (s)	C (p)	F (p)	E (p)	Finish		5.3
35 s	South	E (s)	C (p)	R2 (p)	E (p)	Finish		6.8
36	South	E (s)	F (s)	C (s)	E (p)	Finish		5.3
36 s	South	E (s)	R2 (s)	C (s)	E (p)	Finish		6.8
37	South	E (s)	T25 (s)	G (s)	C (p)	D (s)	Finish	6.2
37 s	South	E (s)	F (s)	G (s)	C (p)	D (s)	Finish	7.8
38	North	D (p)	F (s)	C (s)	B (p)	E (p)	Finish	7.1
38 s	North	D (p)	R2 (s)	C (s)	B (p)	E (p)	Finish	8.8
39	South	E (s)	B (s)	C (p)	F (p)	D (s)	Finish	7.1
39 s	South	E (s)	B (s)	C (p)	R2 (p)	D (s)	Finish	8.8
40	South	E (s)	RBYC4 (s)	C (p)	F (p)	D (s)	Finish	7.8
40 s	South	E (s)	RBYC4 (s)	C (p)	R2 (p)	D (s)	Finish	9.4

41	South	RBYC5 (s)	F (s)	C (s)	D (s)	Finish		6.9
41 s	South	RBYC5 (s)	F (s)	E (p)	C (s)	D (s)	Finish	8.5
42	South	B (s)	G (p)	C (p)	E (p)	Finish		6.5

RMYS Sailing Instructions 2022-2023

42 s	South	RBYC5 (s)	G (p)	C (p)	E (p)	Finish			8.1
43	South	E (s)	G (p)	C (p)	E (p)	Finish			5.3
43 s	South	B (s)	G (p)	C (p)	E (p)	Finish			6.5
44	North	G (p)	B (s)	C (s)	E (p)	Finish			6.5
44 s	North	G (p)	RBYC5 (s)	C (s)	E (p)	Finish			8.5
45	North	D (p)	C (p)	RBYC5 (p)	E (p)	Finish			5.9
45 s	North	D (p)	C (p)	B (s)	F (p)	RBYC5 (p)	E (p)	Finish	7.5
46	South	B (s)	G (p)	C (p)	E (p)	Finish			6.5
46 s	South	B (s)	G (p)	R3 (p)	E (p)	Finish			7.9
47	North	D (p)	C (p)	R2 (p)	R3 (s)	B (p)	E (p)	Finish	7.4
47 s	North	D (p)	C (p)	R2 (p)	R3 (s)	RBYC5 (p)	E (p)	Finish	9.1
48	South	R3 (p)	RBYC4 (p)	C (s)	D (s)	Finish			5.3
48 s	South	F (p)	B (p)	C (s)	D (s)	Finish			5.6
49	South	E (s)	C (p)	B (s)	R3 (s)	D (s)	Finish		5.6
49 s	South	E (s)	C (p)	RBYC5 (s)	F (s)	D (s)	Finish		8.4
50	South	B (s)	G (p)	R3 (p)	E (p)	Finish			7.9
50 s	South	RBYC4 (s)	G (p)	F(p)	E (p)	Finish			9.5
51	North	D (p)	F (p)	B (p)	C (s)	E (p)	Finish		6.1
51 s	North	D (p)	RBYC4 (p)	RBYC5 (p)	C (s)	E (p)	Finish		7.5

RMYS Sailing Instructions 2022-2023

Appendix 5 – Squadron Courses

- Refer 14.2 on how Mark H is treated
- Yachts may not pass between Mark A and the Tower, unless starting, finishing or Mark A is a mark of the course.
- Rounding sides of the marks are as follows:

Pass RED shaded marks to Port

Pass GREEN shaded marks to Starboard

Number	Start Direction	Course										Length	
56+laps	South	E (s)	C (s)	D (s)	A (s)	Finish							3.0X
57+laps	North	D (p)	C (p)	E (p)	A (p)	Finish							3.0X
58+laps	South	B (s)	A (s)	D (s)	A (s)	Finish							3.4X
59+laps	North	D (p)	A (p)	B (p)	A (p)	Finish							3.4X
60	North	D (p)	C (p)	B (p)	A (p)	B (p)	Finish						6.9
61	South	B (s)	C (s)	D (s)	A (s)	B (s)	A (s)	D (s)	Finish				7.7
62	South	B (s)	C (s)	D (s)	A (s)	B (s)	C (s)	D (s)	Finish				8.3
63	North	D (p)	C (p)	B (p)	A (p)	D (p)	C (p)	B (p)	Finish				8.3
64	North	G (p)	C (p)	E (p)	A (p)	G (p)	A (p)	E (p)	Finish				7.6
65	Start	R2 (s)	C (s)	D (s)	A (s)	B (s)	A (s)	D (s)	Finish				10.3
66	North	D (p)	C (p)	R2 (p)	A (p)	D (p)	A (p)	B (p)	Finish				10.3
67	North	D (p)	GB (s)	P3 (p)	R2 (p)	Finish							10.3
68	South	B (s)	C (s)	D (s)	A (s)	B (s)	D (s)	A (s)	B (s)	D (s)	Finish		11.4
69	North	D (p)	C (p)	B (p)	A (p)	D (p)	B (p)	A (p)	D (p)	B (p)	Finish		11.4
70	South	B (s)	C (s)	D (s)	A (s)	B (s)	D (s)	A (s)	B (s)	C (s)	D (s)	Finish	11.9
71	North	D (p)	C (p)	B (p)	A (p)	D (p)	B (p)	A (p)	D (p)	C (p)	B (p)	Finish	11.9

RMYS Sailing Instructions 2022-2023

72	North	G (p)	R2 (p)	A (p)	R3 (p)	E(p)	Finish						10.8
73	North	G (p)	C (p)	E (p)	A (p)	G (p)	E (p)	A (p)	G (p)	C (p)	E (p)	Finish	11.6
74	South	R3 (s)	P3 (s)	GB (p)	D (s)	A (s)	B (s)	C (s)	D (s)	Finish			13.0
75	South	R2 (s)	D (s)	A (s)	R2 (s)	D (s)	Finish						12.8
76	South	R2 (s)	G (s)	A (s)	R3 (s)	G (s)	Finish						12.8
77	North	G (p)	R2 (p)	A (p)	G (p)	R3 (p)	Finish						12.8
78	North	G (p)	GB (s)	P3 (p)	R2 (p)	A (p)	G (p)	Finish					13.7
79	North	G (p)	R2 (p)	A (p)	R2 (p)	A (p)	G (p)	Finish					13.3
80	South	R2 (s)	A (s)	R2 (s)	G (s)	Finish							13.3
81	South	F (s)	C (s)	D (s)	A (s)	F (s)	D (s)	A (s)	F (s)	C (s)	D (s)	Finish	15.0
82	South	FWK	RYBC1(p)	C (p)	R2 (p)	G (p)	Finish						18.7
83	North	G (p)	R2 (s)	C (s)	RYBC1 (s)	FWK (p)	E (p)	Finish					18.9
84	South	FWK	P3 (s)	GB (p)	D (s)	A (s)	R2 (s)	D (s)	Finish				20.3
85	North	G (p)	R2 (p)	A (p)	G (p)	R2 (p)	A (p)	G (p)	R3 (p)				20.6
86	North	G (p)	GB (s)	P3 (p)	T1 (p)	G (s)	Finish						22.5
87	South	B (s)	P3 (p)	OA (p)	FWK (p)	C (p)	R2 (p)	E (p)	Finish				21.9
88	South	R2 (s)	G (s)	A (s)	R2 (s)	G (s)	A (s)	R3 (s)	G (s)	Finish			20.6
89	South	R2 (s)	OA (s)	P3 (s)	D (s)	A (s)	R2 (s)	D (s)	Finish				21.9
90	South	FWK	OA (s)	D (s)	A (s)	R2 (s)	D (s)	Finish					22.5
91	South	RYBC1 (s)	P2 (s)	R3 (s)	RYBC1 (s)	P2 (s)	RYBC1 (p)	E (p)	Finish				25.9
92	South	RYBC1 (s)	P2 (s)	R3 (s)	RYBC1 (s)	P3 (s)	RYBC1 (p)	E (p)	Finish				27.6
93	South	RYBC1 (s)	P3 (s)	R3 (s)	RYBC1 (s)	P3 (s)	RYBC2 (p)	E (p)	Finish				27.9

Appendix 6 – Glossary

Cat	Category	NSC	Not sailed course
CB	Committee Boat	OCS	On course side
DNC	Did not compete	P	Port
DNF	Did not finish	PFD	Personal flotation device
DSQ	Disqualified	PoMC	Port of Melbourne Corporation
GPS	Global position system	RMYS	Royal Melbourne Yacht Squadron
FL.Y	Yellow light flash where the duration of light shorter than duration of darkness	RRS	Racing Rules of Sailing
FL.R	Red light flash where the duration of light shorter than duration of darkness	S or STBD	Starboard
IRPCS	International regulations for preventing collisions at sea	SR	Special regulation
nm	Nautical mile	VHF	Very high frequency
NOR	Notice of race		