



# The Agar Wynne Perpetual Trophy

## 29 January 2024

### SUPPLEMENT TO RMYS SAILING INSTRUCTIONS 2023-24

#### Amendments

Date Issued	Amendment Number	Details

The races are organised and conducted by the Royal Melbourne Yacht Squadron (RMYS).

#### 1. Rules

1.1. The event will be governed by:

- the rules as defined in World Sailing Racing Rules of Sailing (RRS) 2021-2024 and Australian Sailing (AS) prescriptions,
- RMYS Sailing Instructions 2023-2024 and amendments,
- these Agar Wynne Perpetual Trophy Supplementary Sailing Instructions,
- the AMS rating system,
- the ORC rules (including ORCc and ORCi ratings),
- the Yachting Victoria handicap system and
- the requirements of the Port of Melbourne Corporation (PoMC).

1.2. Australian Sailing (AS) special regulations Part 1 Sections 1-6, Category 5 for racing boats shall apply.

1.3. All yachts shall complete a crew declaration using the MemberPoint app.

1.4. No anchor shall be carried on deck forward of the stem or with any part protruding outboard.

1.5. All yachts will need to sign on via radio (Ch. 72) before the warning signal of each race. Failure to do so may result in being scored DSQ.

1.6. All yachts must give way to commercial vessels. Failure to do so may result in being scored DSQ.

1.7. All yachts must radio the Squadron Tower (VHF Channel 72) as soon as practical after passing abeam of Fawkner Beacon during the Agar Wynne Perpetual Trophy. Failure to do so may result in being scored DSQ without a hearing. This changes RRS 63.1.

#### 2. Notices to Competitors

Notices to competitors will be posted on the RMYS online notice board. Registered boat owners may be notified by email or SMS.

#### 3. Changes to Sailing Instructions

3.1. Registered boat owners may be notified by email or SMS by 0830 on 29 January 2024 or over the radio on VHF Channel 72 after the sign-on schedule for the day. They may also be posted on the RMYS online notice board.

3.2. Changes to a sailing instruction may be made on the water by the Race Committee by displaying flag 3rd Substitute with three sounds. Further instructions will be broadcast to competitors on VHF channel 72.

#### 4. Signals Made Ashore

Signals will be displayed from the flagpole of RGYC located on the clubhouse lawn.

#### 5. Schedule

Day	Date	Warning Signal	Event	Type
Monday	29 January 2024	09:55	Agar Wynne Perpetual Trophy	Passage

#### 6. Racing Areas

The race will be conducted on the waters of Corio Bay and Port Phillip.

#### 7. Radio Communication

Sign-On	Start	Race duration	Radio Point	Finish
VHF 72 "RG Base"	VHF 72 "RG Base"	VHF 82 "Squadron Tower"	VHF 82 "Squadron Tower"	VHF 72 "Squadron Tower"

- 7.1. A pre-race sign on schedule will be conducted by RGYC on VHF channel 72. Yachts will be called in the order they appear on the start sheet 30 minutes prior to the warning signal.
- 7.2. The yachts shall respond with: "<Yacht Name> is a starter. <xx> POB."
- 7.3. Yachts who do not respond on the first call, shall wait until they are called a second time at the end of the sign on procedure. Yachts who fail to sign on will be scored DNS without a hearing. This changes RRS 63.1.
- 7.4. From the start until the yacht is required to radio in to RMYS all communications to be on VHF Channel 82.
- 7.5. Except during the pre-race sign on procedure or in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication not available to all boats.

#### 8. The Start

- 8.1. The start line will be between the Signal Box at the north-west corner of the RGYC Marina and the course side of the West Cardinal Mark (YBY) to the North-West of the Marina Signal Box.
- 8.2. Code Flag R will be the Class flag.

## 9. The Course

- 9.1. The Course for the Agar Wynne Perpetual Trophy is tabled in Appendix A. It includes the order in which marks are to be passed and the side on which each mark is to be passed when rounding or passing.

## 10. Aids to Navigation

- 10.1. Please keep well clear of Mussel Spat Culture zones.
- 10.2. Use extreme caution to avoid the sand bar outside the line of the Hopetoun Channel between Beacons 3 and 9.
- 10.3. The Point Wilson Explosives Pier is surrounded by a Security Limit Area bounded by marks. Three of those marks are defined in the Course. Regulations governing the activation of the Security Limit can be found here [VOZR.pdf \(safetransport.vic.gov.au\)](#).

## 11. The Finish

- 11.1. The Finish Line will be a Breakwater Finish as described in the RMYS Sailing Instructions 2023-2024.

## 12. Shortening Courses

- 12.1. The Race Office may choose to shorten the course if weather conditions warrant it.
- 12.2. The course may be shortened at any mark using the normal RRS procedure.  
Notification will be given to the Fleet, through a radio broadcast on VHF Channel 82, prior to the lead yacht reaching the mark at which the course is to be shortened.  
A finish boat displaying the Shorten Course Signal (S - Sierra) may be on station at that mark.  
In the event no finish boat is on station, competitors shall pass within 20 metres of the mark and record their time in hours, minutes and seconds. The relative location of the nearest competing yachts at the time of finishing shall also be recorded.  
The self-recorded finish time shall be sent by SMS to RMYS on 0493 363 062 within 30 minutes of crossing the shortened course finish.

## 13. Time Limit

Any yacht finishing after the designated time limit shall be scored DNF.

Day	Date	Time Limit
Monday	29 January 2024	2000hrs

## 14. Retirement

Yachts retiring shall contact *William Paterson* on Channel 82 and notify them of the condition of the crew and the port they intend to retire to.

Within one hour of arrival at a safe harbour, contact shall be made with RMYS on the Race Channel or the Race Officer's telephone to confirm safe arrival.

Day	Date	RO phone number
Monday	29 January 2024	0493 363 062

### **15. Protests and Requests for redress**

Protests and request for redress shall be lodged in accordance with the RMYS Sailing Instructions 2023-2024.

### **16. Disclaimer of Liability**

Competitors participate in the race entirely at their own risk. See rule 3, Decision to Race: “*The responsibility for a boat’s decision to participate or to continue racing is hers alone.*” The Organising Authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during or after the races.

### **17. Insurance**

Each participating yacht shall be insured with valid third-party liability insurance with a minimum cover of AUD 10 million or the equivalent.

### **18. Further Information**

Boating Administrator

Phone: 03 9534 0227

Email: [boating@rmys.com.au](mailto:boating@rmys.com.au)

## **APPENDIX A**

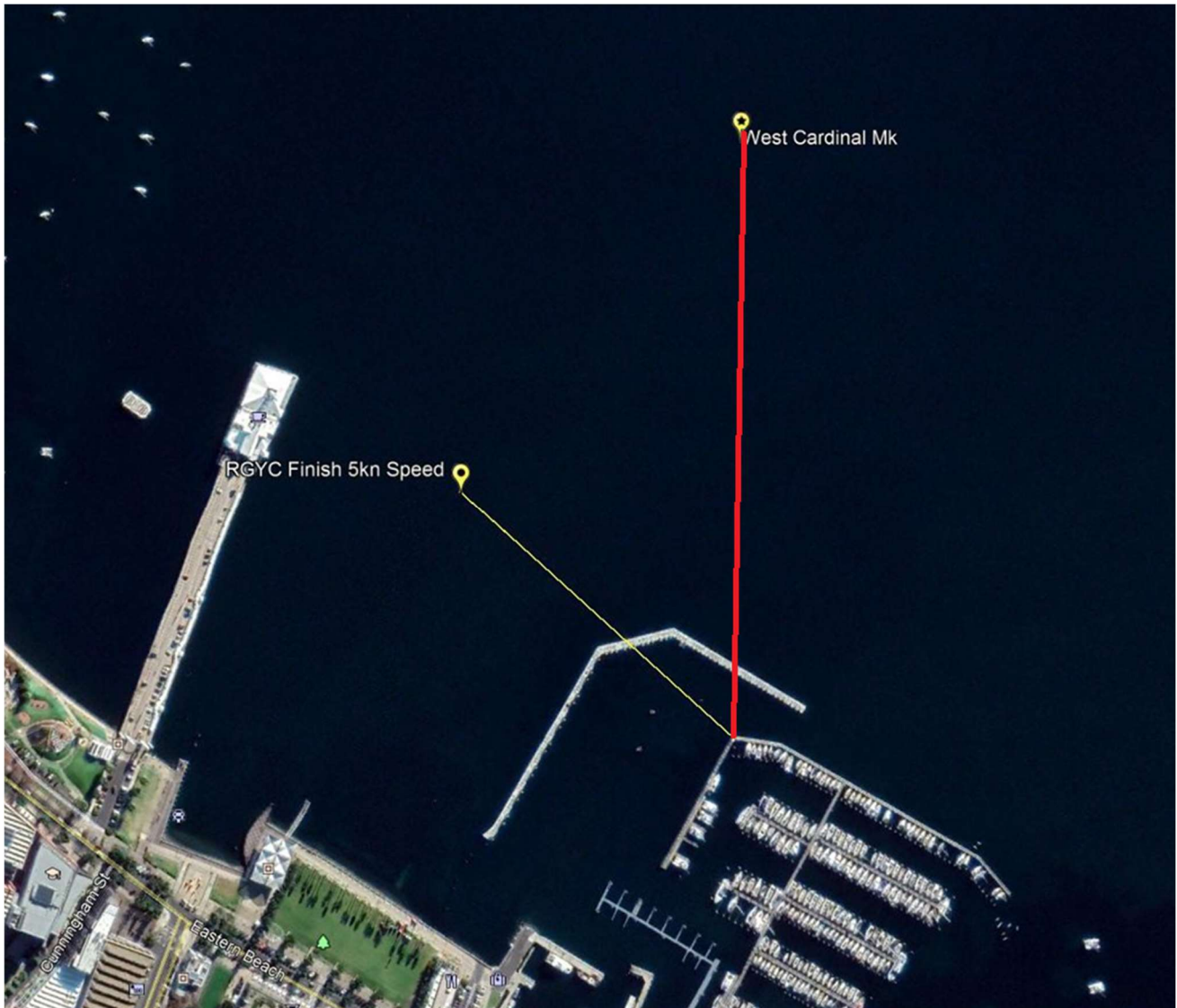
### **Agar Wynne Perpetual Trophy**

#### **Course 1**

<b>COURSE MARK</b>	<b>MARK DESCRIPTION</b>	<b>REQUIRED SIDE</b>
STARTING LINE		
HOPETOUN CHANNEL 10	Channel Beacon No. 10 (approx. 38° 07.40'S; 144° 24.12'E)	Starboard
HOPETOUN CHANNEL 1	Channel Beacon No. 1 (approx. 38° 07.05'S; 144° 26.76'E)	Port
EXPLOSIVES PIER SECURITY MARK [dd11]	Yellow special purpose buoy having yellow flashing light with a topmark St Andrew's cross. (approx. 38° 06.55'S; 144° 31.84'E)	Port
EXPLOSIVES PIER SECURITY LIMIT MARK [dd4]	Yellow special purpose buoy having yellow flashing light with a topmark St Andrew's cross. (approx. 38° 06.58'S; 144° 33.24'E)	Port
EXPLOSIVES PIER SECURITY LIMIT MARK [dd3]	Yellow special purpose buoy having yellow flashing light with a topmark St Andrew's cross. (approx. 38° 04.87'S; 144° 33.30'E)	Port
T2	Transit Beacon 38° 00.00' S, 144° 54.87' E	Port
T1	Transit Beacon 38° 00.00' S, 144° 55.66' E	Port
FAWKNER BEACON	General Beacon (approx. 37° 56.92'S; 144° 55.63'E)	Port
RMYS E-mark	Yellow truncated cone	Port
FINISHING LINE		

## **APPENDIX B**

### **RGYC Signal Box Start Line**



## **APPENDIX C – 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 5 to carry a VHF radio in working order. The Race Committee will be communicating to competitors on Ch 72 or Ch 82 as specified in Paragraph 7 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.