



ROYAL MELBOURNE YACHT SQUADRON

Sailing Instructions 2024-2025 v1.1

Including Supplementary Sailing Instructions:

- I) Pursuit Races (started off the breakwater)
- II) Squadron Races (combined start from the breakwater)
- III) Laid Courses
- IV) Information for RMYS Tower Start & Finishes and light tower (when in use)
- V) RMYS Marks and Courses
- VI) Safety around commercial shipping

Note: passage races will have sailing instructions issued separately.

Amendments

Version	Date effective	comments
1.0	1/10/24	Revisions from 2023-2024
1.1	15/11/24	Formatting and clarification on the start finish line, additional courses 91 and 92 added, light tower instructions modified, and a one hour time limit extension for Squadron races.

For all other series/races refer to the appropriate Host Club as nominated on the Sailing Calendar available via the Club Website. The term “Home Club” means the club where the yacht is registered.

1 [SP] CREW DECLARATIONS

- 1.1 Accurate crew declarations shall be completed after 0100hrs on the day of the race and 15 mins prior to the warning signal of the yacht’s first race of the day. Failure to lodge a crew declaration (or a crew declaration being inaccurate) will result in the yacht being scored DNC without a hearing for all races on that day.
- 1.2 For Wednesday Sailing all yachts shall register their Crew Declarations via the memberpoint app.



1.3 For weekend sailing, all yachts shall register their Crew Declarations via *the TopYacht Entry System* via the QR code.

2 NOTICES TO COMPETITORS

- 2.1 The Official Notice Board for the RMYs is at the following website:
<https://www.rmys.com.au/official-notice-board/>
- 2.2 Any changes to the sailing instructions will be posted on the Official Notice Board no later than 2000 on the day preceding the race for which they will take effect.
- 2.3 The Host Club may issue Notices to Competitors on their website. Competitors may also be notified by SMS and/or email along with RRS flags and sound signals. A copy of the notice may also be posted on the home club's notice board.
- 2.4 Signals made ashore will be displayed on the ~~host club's~~ Host Club's flagpole and may be repeated at other clubs on their flag poles.
- 2.5 Oral amendments to the Sailing Instructions may be made over the radio channel designated in the Supplementary Sailing Instructions (SSI) immediately prior to the warning signal. These may be repeated during the race. This amends RRS Race Signals.

3 COURSES, STARTING AREA LIGHT BOX

Refer to supplementary instructions I to V

4 KEEPING CLEAR OF COMMERCIAL SHIPPING

[DP] It is a requirement that competitors keep clear of commercial shipping. Any yacht the subject of a complaint by a ship's master may be disqualified. Refer to supplementary instructions VI

5 HEARING REQUESTS

- 5.1 Protests shall be lodged at the ~~host club~~ Home Club Office within two hours after the finishing time of the last yacht of any division to finish. Protest forms may be lodged by email or handed into the office.
- 5.2 Protests will be heard at a time and place to be notified by the Host Club and may be by video conferencing.



5.3 Host Club Office contact details are as follows:

Club	Email	Phone
Hobsons Bay Yacht Club	racing@hbyc.org.au	9397 6111
Royal Melbourne Yacht Squadron	boating@rmys.com.au	9534 0227 or 0493 363 062
Royal Yacht Club of Victoria	sailmanager@rycv.asn.au	9397 1277

6 OFFICIAL VESSELS

Official vessels will display the burgee of the club hosting the event.

7 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		



SUPPLEMENTARY SAILING INSTRUCTIONS

(I) Pursuit races

Race radio	VHF Channel 72.
Call sign	Squadron Tower
Starting Area	Breakwater Start
Class flag	R
Course	<p>Selected from attached RMYS Pursuit Courses</p> <p>Pursuit courses may have spinnaker and non-spinnaker division, The same course number will be advised for both divisions, but the courses may be different. Spinnaker courses have a "S" suffix</p>
Course notification and starting procedure	<p>Yachts are allocated a handicap in minutes from the start time. The yacht's preparatory signal is 4 minutes before her start, regardless of any signals made.</p> <p>Light tower not used: handicap numbers will be displayed in the tower window. The yacht's start time occurs when the number is <u>removed</u>.</p> <p>Light tower used: refer to supplementary SI IV RMYS Light Tower. The yacht's start time occurs when the number is first displayed.</p> <p>These changes modify RRS26.</p>
Backstay flag	Yachts in the spinnaker division shall fly an orange flag from their backstay (or starboard shroud if no backstay)
Safety category	Category 6 for Twilight Category 5N for Moonlight Flits
Starting Line	The Starting line is imaginary line between the vertical line on the breakwater race Tower and the centre of Mark A, excluding the area between Mark H and the Tower. Note that Mark H is not necessarily located on the starting line. Mark H shall be treated as a crowding buoy. 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



Individual recalls	<p>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</p> <p>Light tower not used: refer RRS 26.</p> <p>Light tower used: refer Supplementary SIs IV RMYS Light Tower</p> <p>An individual recall message may be made on VHF 72</p>
Shortening course	<p>The Race Officer may shorten the course by deleting a mark of the course and advising such on VHF channel 72. Should it be required the Race Officer will also advise of a change in finishing direction</p>
Finish Line	<p>The finish line is an imaginary line between the vertical line on the breakwater race Tower and the centre of Mark A, excluding the area between Mark H and the Tower. Note that Mark H is not necessarily located on the starting finishing line.</p> <p>The area between Mark H and the breakwater is treated as an obstruction</p>
Time limit	<p>Twilight: 10 minutes to before sunset</p> <p>Moonlight Flits: three hours from the start time of the first boat entered in the race</p>
Other	<p>Yachts should not pass back through the line after finishing</p> <p>Notes: 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.</p> <p>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. A yacht shall not pass 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</p>
Finishing in darkness	<p>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 shall radio Squadron Tower announcing their sail number when crossing the finish line.</p>

Further information: Ann Rogers boating@rmys.com.au or 9534 0227



SUPPLEMENTARY SAILING INSTRUCTIONS

(II) Squadron Races (Combined start)

Race radio	VHF Channel 72.
Call sign	Squadron Tower
Starting Area	Breakwater Start
Class flag	R
Course	Selected from any Squadron or pursuit course
Course notification and starting procedure	Refer RRS26 Refer to Supplementary SIs IV RMYS Light Tower
Safety category	Six
Starting Line	An imaginary line between the vertical line on the breakwater race Tower and the centre of Mark A, excluding the area between Mark H and the Tower. Note that Mark H is not necessarily located on the starting line. Mark H shall be treated as a crowding buoy. 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.
Finish Line	An imaginary line between the vertical line on the breakwater race Tower and the centre of Mark A, excluding the area between Mark H and the Tower. Note that Mark H is not necessarily located on the starting line. The area between Mark H and the breakwater is treated as an obstruction
Shortening course	The Race Officer may shorten the course by deleting a mark of the course and advising such on VHF channel 72. Should it be required the Race Officer will also advise of a change in finishing direction
Time limit	Three hours. If the first boat finishes within the time limit, the time limit is extended to four hours from the start time.



Other	<p>Unless the course advises otherwise, yachts shall not cross the start/finish line unless starting, finishing or the course advises otherwise.</p> <p>Yachts should not pass back through the line after finishing.</p> <p>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. A yacht shall not pass 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</p>
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further information: Ann Rogers boating@rmys.com.au or 9534 0227



SUPPLEMENTARY SAILING INSTRUCTIONS

III) Laid Courses

Race radio	VHF Channel 72.		
Call sign	William Paterson		
Starting Area	Port Philip		
Class flag	R		
Course	Selected from Laid Course list. Code flag Q flown from the RMYS clubhouse flagpole indicates that laid courses will be run as a Squadron course		
Safety category	Six		
Starting Line	An imaginary line between the signal mast displaying an orange flag on the Committee Boat and the centre of a yellow cylindrical buoy. A crowding buoy may be laid		
Signal	Flag	Sound	Minutes before starting signal
Warning	Class flag (R)	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
Marks	Marks are orange and cylindrical or conical in shape. A change of course mark will be orange with a black band. A subsequent change in course will use the original mark that was removed		
Finish Line	the finishing line will be between the mast of the Committee Boat displaying a blue flag and a blue buoy		
Time limit	Three hours. If the first boat finishes within the time limit, the time limit is extended to four hours from the start time		





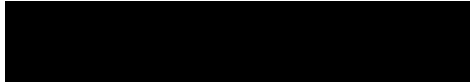
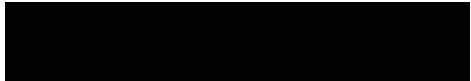



SUPPLEMENTARY SAILING INSTRUCTIONS

IV) RMYS Light Tower

A. Pursuit courses.

Starting procedures for Pursuit Starts are outlined below, changing RRS26
The course number will be displayed in the Tower window

signal	Lights	Number Display	sound
			
warning		-5	One signal
Preparatory		-4, -3, -2	One signal at 4 minutes only
One minute		-1	One long signal
Start of boats on 0 min handicap		0	One signal
Start of boats on 1 min handicap		1	One signal
Start of boats on 6 min handicap		6	One signal

Light box- for clarity,

- when the light box **is** used, the yacht's start is when the relevant number is first displayed, not when the number is replaced.
- when the light box is **not** being used, the yacht's start is when the relevant number is removed from the window, not when first displayed.

Where the time displayed on the Tower does not align with the local time, the displayed number will be used.



B. Squadron Courses

Starting procedures for Squadron courses are outlined below, changing RRS26

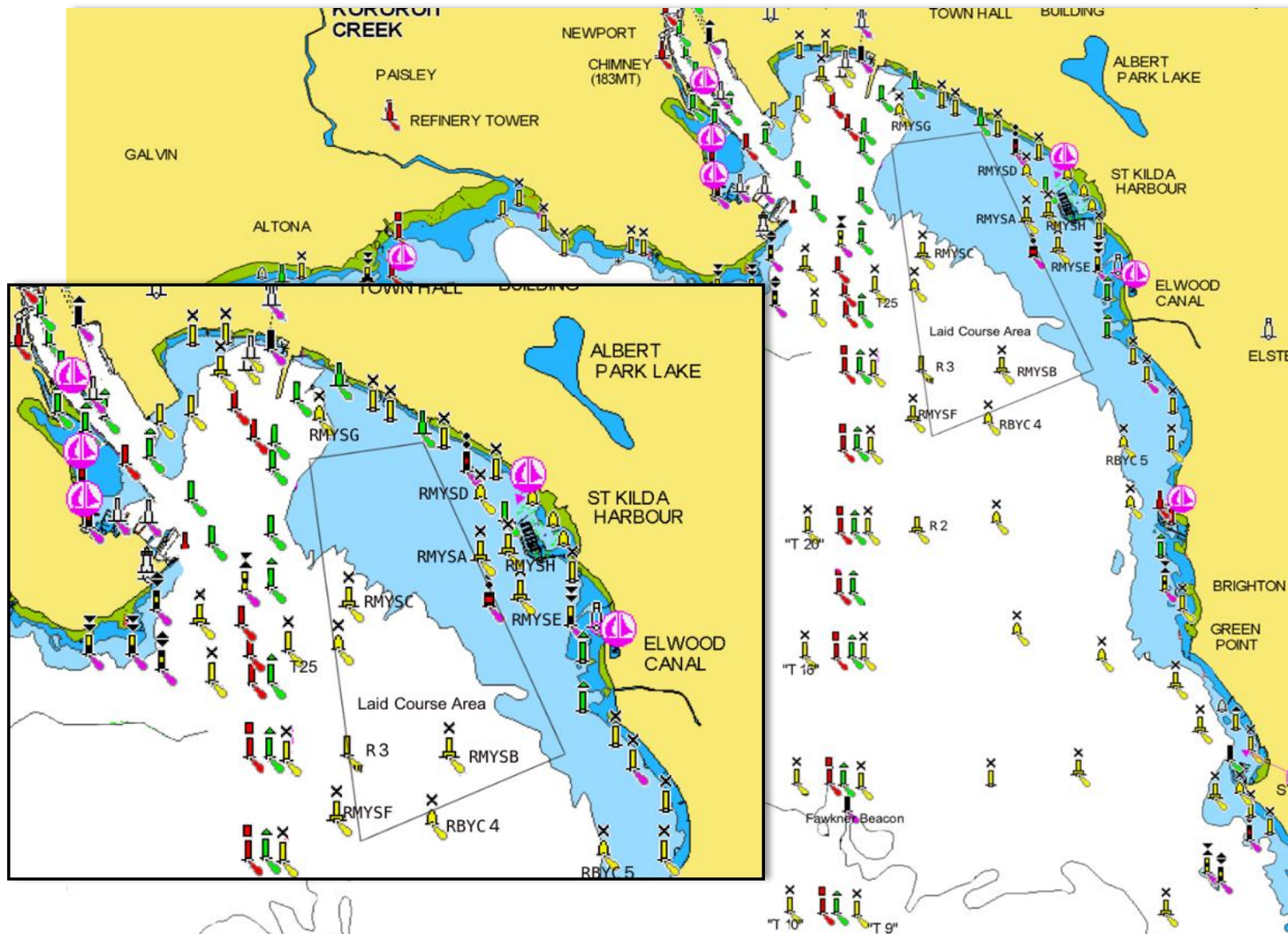
The course number will be displayed in the Tower window or before the warning signal on the light tower

signal	Lights	Number Display	sound
warning		-5	One signal
Preparatory		-4, -3, -2	One signal at 4 minutes only
One minute		60 (seconds countdown)	One long signal
Start		0	One signal

Further light signals

signal	Lights	Number Display	sound
Individual Recall (pursuit)	FI.Y illuminated for 45 seconds max 		One signal
Individual Recall (combined)	FI.Y illuminated for 3 minutes max 		One signal
General Recall	FI.Y FI.R illuminated for 5 minutes 	rE	Two signals
Postpone ment		PO	Two signals
Abandoned		Ab	Three signals
Shorten course		SC	Two signals

III) V) Courses & Marks



Course	Start Direction	RMYS Pursuit Courses (s=spin) Yachts shall not pass between Mark H and the Tower. After correctly starting, a boat shall not pass between Mark A & the Tower, unless Mark A is a mark of the course or finishing. Rounding Red to Port, Green to Starboard							nm
1	North	D (p)	G (p)	F (p)	E (p)	Finish			6.6
1 s	North	D (p)	G (p)	R2 (p)	E (p)	Finish			8.2
2	North	G (p)	C (p)	E (p)	Finish				4.1
2 s	North	G (p)	R3 (p)	E (p)	Finish				5.4
3	North	D (p)	B (p)	E (p)	Finish				3.8
3 s	North	D (p)	F (p)	E (p)	Finish				5.2
4	North	D (p)	C (p)	F (p)	E (p)	Finish			5.4
4 s	North	D (p)	C (p)	R2 (p)	E (p)	Finish			6.9
7	North	G (p)	R3 (p)	E (p)	Finish				5.4
7 s	North	G (p)	F (p)	E (p)	Finish				6.4
15	South	E (s)	F (s)	G (s)	D (s)	Finish			6.6
15 s	South	E (s)	R2 (s)	G (s)	D (s)	Finish			8.2
16	South	E (s)	C (s)	G (s)	D (s)	Finish			4.3
16 s	South	E (s)	B (s)	G (s)	D (s)	Finish			5.6
17	South	E (s)	F (s)	D (s)	Finish				5.2
17 s	South	E (s)	R2 (s)	D (s)	Finish				6.6
18	South	E (s)	F (s)	C (s)	D (s)	Finish			5.4
18 s	South	E (s)	R2 (s)	C (s)	D (s)	Finish			6.9
19	South	B (s)	F (s)	C (s)	D (s)	Finish			5.3
19 s	South	B (s)	F (s)	G (s)	D (s)	Finish			6.5
20	South	E (s)	C (s)	D (s)	Finish				3.0
20 s	South	E (s)	R3 (s)	D (s)	Finish				4.1
25	South	E (s)	C (s)	E (s)	C (s)	D (s)	Finish		5.2
25 s	South	E (s)	C (s)	E (s)	C (s)	G (s)	D (s)	Finish	6.5
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
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
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
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
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

Squadron Courses

Yachts shall not pass between Mark H and the Tower.

After correctly starting, a boat shall not pass between Mark A & the Tower, unless Mark A is a mark of the course or finishing.

Rounding Red shaded marks to Port, Green Shaded marks to Starboard:



course	Start direction	course											nm
56+laps	south	E (s)	C (s)	D (s)	A (s)	FIN							3.0x
57+laps	north	D (p)	C (p)	E (p)	A (p)	FIN							3.0x
58+laps	south	B (s)	A (s)	D (s)	A (s)	FIN							3.4x
59+laps	north	D (p)	A (p)	B (p)	A (p)	FIN							3.4x
60	north	D (p)	C (p)	B (p)	A (p)	B (p)	FIN						6.9
61	south	B (s)	C (s)	D (s)	A (s)	B (s)	A (s)	D (s)	FIN				7.7
62	south	B (s)	C (s)	D (s)	A (s)	B (s)	C (s)	D (s)	FIN				8.3
63	north	D (p)	C (p)	B (p)	A (p)	D (p)	C (p)	B (p)	FIN				8.3
64	north	G (p)	C (p)	E (p)	A (p)	G (p)	A (p)	E (p)	FIN				7.6
65	south	R2 (s)	C (s)	D (s)	A (s)	B (s)	A (s)	D (s)	FIN				10.3
66	north	D (p)	C (p)	R2 (p)	A (p)	D (p)	A (p)	B (p)	FIN				10.3
67	north	D (p)	GB(s)	P3 (p)	R2 (p)	FIN							10.3
68	south	B (s)	C (s)	D (s)	A (s)	B (s)	D (s)	A (s)	B (s)	D (s)	FIN		11.4
69	north	D (p)	C (p)	B (p)	A (p)	D (p)	B (p)	A (p)	D (p)	B (p)	FIN		11.4
70	south	B (s)	C (s)	D (s)	A (s)	B (s)	D (s)	A (s)	B (s)	C (s)	D (s)	FIN	11.9
71	north	D (p)	C (p)	B (p)	A (p)	D (p)	B (p)	A (p)	D (p)	C (p)	B (p)	FIN	11.9

72	north	G (p)	R2 (p)	A (p)	R3 (p)	E (p)	FIN						10.8
73	north	G (p)	C (p)	E (p)	A (p)	G (p)	E (p)	A (p)	G (p)	C (p)	E (p)	FIN	11.6
74	south	R3 (s)	P3 (s)	GB(p)	D (s)	A (s)	B (s)	C (s)	D (s)	FIN			13.0
75	south	R2 (s)	D (s)	A (s)	R2 (s)	D (s)	FIN						12.8
76	south	R2 (s)	G (s)	A (s)	R3 (s)	G (s)	FIN						12.8
77	north	G (p)	R2 (p)	A (p)	G (p)	R3 (p)	FIN						12.8
78	north	G (p)	GB(s)	P3 (p)	R2 (p)	A (p)	G (p)	FIN					13.7
79	north	G (p)	R2 (p)	A (p)	R2 (p)	A (p)	G (p)	FIN					13.3
80	south	R2 (s)	A (s)	R2 (s)	G (s)	FIN							13.3
81	south	F (s)	C (s)	D (s)	A (s)	F (s)	D (s)	A (s)	F (s)	C (s)	D (s)	FIN	15.0
82	south	E (s)	R2 (s)	G (s)	F (s)	G (s)	A (s)	F (s)	C (s)	D (s)	FIN		
85	north	G (p)	R2 (p)	A (p)	G (p)	R2 (p)	A (p)	G (p)	R3 (p)				20.6
88	south	R2 (s)	G (s)	A (s)	R2 (s)	G (s)	A (s)	R3 (s)	G (s)	FIN			20.6
89	south	R2 (s)	OA (s)	P3 (s)	D (s)	A (s)	R2 (s)	D (s)	FIN				21.9
90	south	E (s)	R3(s)	P3 (p)	P2 (p)	P3 (p)	OA(p)	A (p)	G (p)	R2 (p)	FIN		27.4
91		D (p)	R2 (p)	A (p)	D(p)	P3 (p)	OA (p)	R2(p)	E(p)	FIN			22.1
92		R2(s)	G(s)	A(p)	OA(p)	P3(p)	P2(p)	P3(p)	R3(p)	E(p)	FIN		

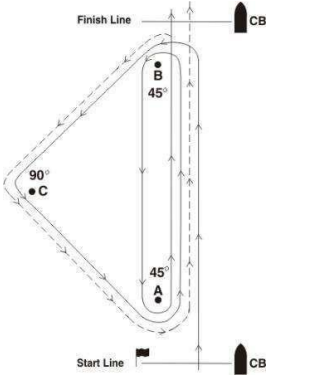
3. Laid Course

General

1. Laid courses to be sailed will be indicated by numeral pennants.
2. 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.
3. A compass bearing to the first mark may be displayed from the Committee Boat.
4. In the course diagrams and descriptions, 'CB' indicates the Committee Boat.
5. 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.
6. Where a hitch mark is included in the course description, it is designated H.
7. The Race Officer will, at their discretion, set the length of each leg and reserves the right to lengthen, shorten or swing the course.


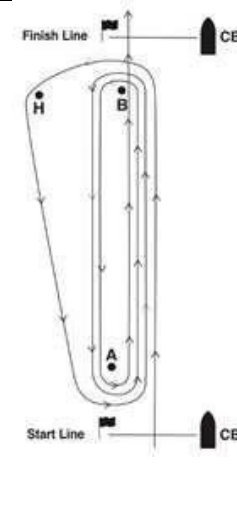
Triangle - Windward & Return Courses

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

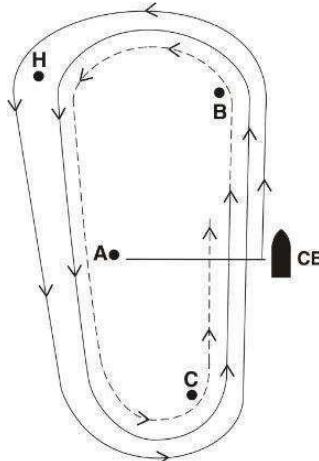
TRIANGLE WINDWARD & RETURN COURSES			
No.	Course	Legs	
1	Start, B, C, A, B, A, finish	6	
2	Start, B, C, A, B, A, B, A, finish	8	
3	Start, B, C, A, B, A, B, C, A, finish	9	

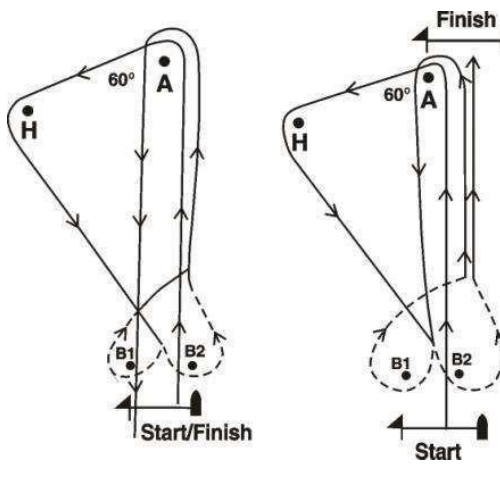
Windward & Return Courses

- 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.

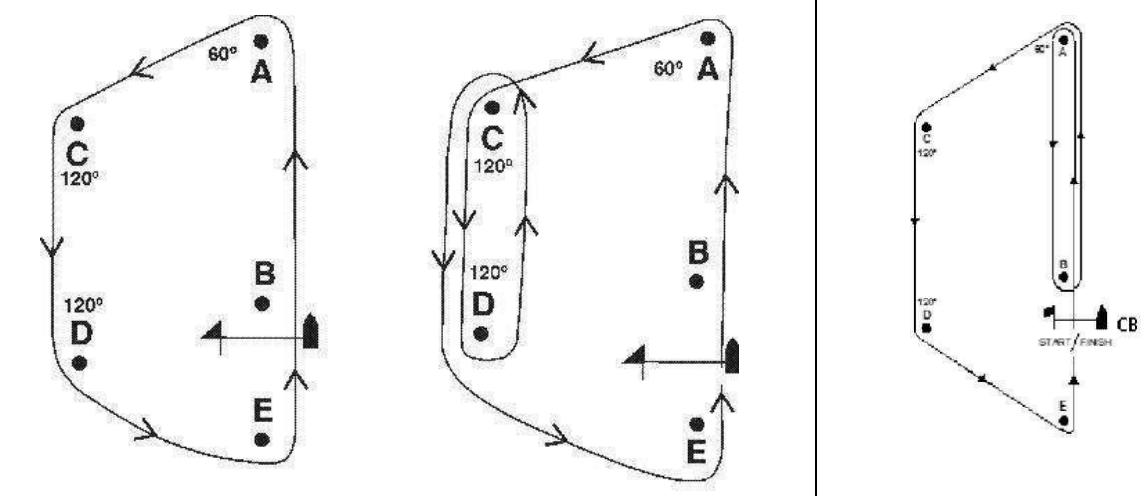
WINDWARD AND RETURN COURSES				
N o.	Course	Legs		
4	Start, B, H, A, B, finish	4	 <p>Start / Finish CB</p> <p>Extra laps omitted for clarity</p>	 <p>Finish Line CB</p>
5	Start, B, H, A, B, A, finish	5		
6	Start, B, H, A, B, A, B, finish	6		
7	Start, B, H, A, B, A, B, A, finish	7	Courses 4 and 6	Courses 5 and 7

Windward & Return Courses with Gate

WINDWARD AND RETURN COURSES WITH WINDWARD GATE			<p>Course 8 shown. Course 9 omits 2 legs</p> 
No .	Course	Legs	
8	Start, B, H, C, B, C, B, C, finish On legs B-C pass A(P) or CB(S) On legs C-B pass A(P) and CB(S) On legs B-C pass A(S) or CB (P)	7	
9	Start, B, H, C, B, C, finish On legs B-C, A(P) or CB(S) On legs C-B, A(P) and CB(S) On legs B-C pass A(S) or CB (P)	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

N o.	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)

Mark location

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° 51.901'	144° 57.479'
RMYS B	Yellow	37° 53.207'	144° 57.224'
RMYS C	Yellow	37° 52.183'	144° 56.425'
RMYS D	Yellow	37° 51.507'	144° 57.469'
RMYS E	Yellow	37° 52.157'	144° 57.807'
RMYS F	Yellow	37° 53.581'	144° 56.299'
RMYS G	Yellow	37° 50 945'	144° 56.104'
RMYS H	Yellow	37° 51.868'	144° 57.676'
RMYS S	Yellow	Used to replace a missing mark	

Fixed Marks

FIXED NAVIGATION MARKS			
Mark	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'
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'

VI Supplementary Instructions Safety around Commercial Shipping



A boat found to have interfered with commercial shipping and/or ignoring Race Management Instructions shall be disqualified without a hearing. This changes RRS 63.1, A4 and A5.

A boat may use its engine to avoid commercial shipping but shall lodge details to the Race Committee within one hour of finishing the race. A boat using its engine shall not benefit from the use of its engine. Any boat using its engine shall bring the boat to a complete stop before continuing the race. The Race Committee, may allow such use without penalty. This changes RRS 42.

Observe Victoria Marine Safety Regulations and in particular Rule Part 6, 112 (2) Nothing in these Rules shall exonerate any vessel, or the owner, master, or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

What this means is that if you're about to be involved in a collision, having stood on or give way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.

Local Rules require sail craft to keep out of the way of large ships. Do not impede the safe passage of Commercial Vessel Shipping. Pass at least 500m ahead of their bow.

Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun ensure you remain within sight of the Master/Officer of the Watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 500m from the bows of large ships.

All Skippers are reminded of their responsibility under rule 9(b) of the IRPCS, (b) "A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway."

Please note, Harbour Master Directions, Melbourne - Section 5 - Recreational vessels with LOA <50m which should be read and understood. In particular -

HMD Section 5.6. Steer clear

Vessels to which this section applies must keep out of the way of"

- Vessels with an LOA of 50 m or greater (if in doubt, the master should assume that the other vessel's length is 50 m or greater)
- a tug or lines boat assisting the movement, berthing or unberthing of another vessel.

Shipping channels and their approaches are areas where the interaction between large ships and small craft can be particularly hazardous. Boats should exercise particular 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.

If you think a conflict situation is possible maintain a listening watch on the VTS working channel (Ch 12) and respond promptly as necessary to calls from large vessels or the VTS. If you're being hailed on the radio, there'll be a good reason for it, which will probably require your immediate attention.

Shipping Sound Signal Meanings:

- One short blast - I am altering course to starboard (right).
- Two short blasts - I am altering course to port (left).
- Three short blasts - I am operating engines astern (stopping).
- Five (or more) short blasts - I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

Protests for Incidents Regarding Commercial Shipping

The Race Committee may protest a boat if it receives reports from other boats that a breach or possible breach of HMD Section 5.6 has occurred. This changes RRS 60.2 (a)