

# Hobsons Bay Yacht Club

## Primary Sailing Instructions



Including.

Appendix A	Club Aggregate, Club Course Series, Individual Trophy Races.
Appendix B	Chris Webb Two-Handed Series
Appendix C	The Inside Project - RM Smith Summer Pursuit Series
Appendix D	Gunn & Co - Thursday Twilight Series
Appendix E	The Steam Packet Hotel - Thursday Female Helm Twilight Series
Appendix F	John Neilson Long Distance Series
Appendix G	Port Phillip Sea Pilots, Henry Press Trophy Race's
Appendix H	The Inside Project - Alaster Edwards Memorial Brass Monkey Series
Appendix I	Next Generation Pursuit Race
Appendix J	Fish and Chip Race
Appendix K	Peter Sadler Cup
Appendix L	Brass Monkey Series

Attachment 1 Courses and Marks

For all other series/races refer to the appropriate host Club as nominated on the Sailing Calendar available via the Club Website.

### 1. Crew Declarations

- 1.1. It is mandatory that all boats register their Crew Declarations via the TopYacht Entry System. Crew declarations **MUST be completed after midnight** on the day of the race and **at least** 15 mins prior to the warning signal of each race electronically via the following link - <http://tymob.net.au/1741> located at the bottom of the HBYC homepage.
- 1.2. Failure to do so may result in the Race Committee scoring the boat Disqualified (DSQ) without hearing. This changes RRS 63.1, A4 and A5.
- 1.3. For information on how to submit and utilize the above link refer to the 'How To' document located <https://hbyc.org.au/crew-declaration>

### 2. Notices to Competitors

- 2.1 Notices to competitors will be posted on the HBYC Website located at <https://hbyc.org.au/notice-to-competitors/>. Competitors/skippers may be notified by SMS and/or email.

### 3. Changes to Sailing Instructions

- 3.1. Any change to the Sailing Instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.
- 3.2. Changes to the Sailing Instructions will be available at <https://hbyc.org.au/notice-to-competitors> Competitors/skippers may be notified by SMS and/or email.
- 3.3 Oral changes may be made to the Sailing Instructions on the water prior to a race and/or division start. Code flag L will be flown from the Race Committee Vessel, which indicates that oral amendments to the Sailing Instructions will be made over the designated radio channel immediately prior to the warning signal. This amends RRS Race Signals.

Repeated announcements of any oral amendments to the Sailing Instructions may be made by the Race Committee during the race.

### 4. Signal Made Ashore

- 4.1. Signals made ashore will be displayed on the HBYC flagpole.
- 4.2. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

### 5. Racing Areas

Racing will be on Port Phillip.

### 6. The Start

- 6.1. Races will be started by using RRS 26 with the warning signal made five minutes before the starting signal.

- 6.2 The starting line may be between a staff displaying an orange flag on the Race Committee Vessel at the starboard end and the course side of the 'port-end' starting mark, an orange cylindrical buoy or fixed mark.
- 6.3 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 63.1, A4 and A5.
- 6.4 Boats racing in 'Pursuit Races' shall not cross the start line between the Warning Signal and their start time. Boats that fail to comply may have three points added to her score without a hearing. This changes RRS 63.1, A4 and A5.
- 6.5 All boats, with the exception of pursuit events, shall 'sign on' by sailing on a starboard tack past the stern of its Race Committee Vessel prior to the first warning signal, hail her sail number and receive an acknowledgement from the Race Committee Vessel.

## 7. The Courses

- 7.1 All marks nominated other than passing marks are rounding marks.
- 7.2 Courses shall be designated on the Race Committee Vessel by the corresponding numeral pennant.

## 8. Protests and Requests for Redress

- 8.1 Protest forms are available from the HBYC website at <https://hbyc.org.au/protest-form>
- 8.2 Forms may be submitted in person or emailed to [racing@hbyc.org.au](mailto:racing@hbyc.org.au) by 12:00 on the next working day after the race.
- 8.3 Protests and Requests for Redress will generally be heard at HBYC at 19:00 on the Thursday following the race.

## 9. Safety Regulations

- 9.1 Races will not be started if there is a current GALE warning for the waters of Port Phillip issued by the Bureau of Meteorology.
- 9.2 Racing will be abandoned if the Bureau of Meteorology issues a GALE warning for the waters of Port Phillip during the race.
- 9.3 A boat that retires from the race shall notify the Race Committee as soon as possible on VHF Channel 69 or as per appendices and/or any issued 'Notice to Competitors'.
- 9.4 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.
- 9.5 A boat may use its engine to avoid commercial shipping but shall lodge details to the Race Committee at the finish line 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, at its discretion, may allow such use with or without further penalty. This changes RRS 42.
- 9.6 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.**
- 9.7 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.
- 9.8 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.
- 9.9 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."

9.10 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 diligent 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.

**9.11 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.

**9.12 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)

**10. Radio Communication**

10.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

10.2 The Race Committee may make Race Management announcements on **VHF Channel 69** or as per appendices and/or any issued 'Notice to Competitors'.

10.3 The Committee Boat (Start Boat) shall be called 'Hobsons Bay Race Control'

10.4 The land-based station shall be called 'Hobsons Bay Base'

**11. Further Information**

HBYC Sailing Administrator – Stephen Cheney: [racing@hbyc.org.au](mailto:racing@hbyc.org.au)

or

On Water Race Officer via **Race Mobile 0474 079 202 or VHF Ch 69.**