

PPNYC - Standard Sailing Instructions

Hobsons Bay Yacht Club

Including HBYC Supplementary Sailing Instructions

- A HBYC Club Aggregate,
 - B Shirley Freeman, Alice Varady Trophy Races.
 - C Chris Webb Two-Handed Series
 - D John Neilson Long Distance Series
 - E Fixed Mark Series
 - F RM Smith Summer Pursuit Series
 - G Wednesday Afternoon Series
 - H Wednesday Twilight Spinnaker Series
 - I Thursday Twilight Series
 - J Thursday Female Helm Twilight Series
 - K Women's Helm Series
 - L Port Phillip Sea Pilots Trophy Race
 - M Brass Monkey (Alastair Edwards Memorial) Series
- PPNYC Standard Sailing Instruction – 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. In these Sailing Instructions the term Home Club means where the boat is registered.

1. [SP] Crew Declarations

- 1.1. All boats shall register their Crew Declarations, via the TopYacht Entry System (TES)
- 1.2. Crew declarations shall be completed after 0100hrs on the day of racing and **no later than** 15 minutes before the warning signal of the boat's first race of the day via the link in clause 1.5 below.
- 1.3. Mandatory information for all crew shall be - name, contact number, a valid Australian Sailing number and emergency contact details.
- 1.4. Failure to do so may result in the Race Committee scoring the boat Disqualified (DSQ) without hearing for each race the boat fails to lodge a crew declaration on that day.
- 1.5. The Crew Declaration link for all races will be:

https://topyacht.com.au/db/kb2/mob_crew_login.php - QR code above

2. Notices to Competitors

- 2.1 The Official Notice Board for the HBYC is located – **<https://hbyc.org.au/official-notice-board>**
- 2.2. Any change to the sailing instructions will be posted before 0800 on the day it will take effect. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.3. The host club may make notices to competitors on their website which will be posted on the host club's website and attention notified by SMS and/or email along with RRS flags and sound signals a copy of the notice may be posted on the notice board.
- 2.4 Signals made ashore may be displayed on the host club's flagpole and may be repeated at other clubs on their flag poles. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.
- 2.5 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.

3. Radio Communication

- 3.1 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.

4. Areas that are Obstructions

- 4.1. Refer to *PPNYC Standard Sailing Instruction – Attachment 1, Courses and Marks*.
- 4.2 **[DP]** It is a requirement that competitors keep clear of commercial shipping. Refer Appendix A of this document.
- 4.3 No boat shall pass through a start/finish line unless starting or finishing, or where specifically required or permitted by the applicable Sailing Instructions or PPNYC Standard Sailing Instruction – Attachment 1, Courses and Marks.

5. Hearing Requests

- 5.1 Protest forms are available from the HBYC website at Racing/Protest Redress.
- 5.2 Protests shall be lodged at the host club within two (2) hours after the finishing time of the last boat of any division to finish. Protest forms may be lodged by email.
- 5.3 Protests/Arbitration will generally be heard at 1930 at the Host/Home Club the following Thursday. Video Conference technology may be used at the Protest Committee's discretion.

Host club contact details are as follows:

Club	Email	Phone
Hobsons Bay Yacht Club	racing@hbyc.org.au	9397 6393
Royal Melbourne Yacht Squadron	boating@rmys.com.au	9534 0221
Royal Yacht Club of Victoria	sailing@rycv.asn.au	9397 1277

6. Official Vessels

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

7. Designated VHF Radio Channel

The designated VHF radio channel for all events shall be VHF Ch 69, unless advised.

8. Inclement Weather

Reference should be made to the PPNYC Inclement Weather Policy published on the HBYC website.

9. Further Information

HBYC Sailing Administrator – Stephen Cheney: racing@hbyc.org.au

or

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

Appendix A – Commercial Shipping

A1. Keeping clear of Commercial Shipping - meaning a vessel 50 metres LOA or greater, or a tug or lines boat assisting another vessel.

A1.1 [DP] [NP] A boat shall:

- keep out of the way of Commercial Shipping;
- not impede a vessel navigating in a shipping channel or fairway;
- not cross the projected course of Commercial Shipping less than 500 metres ahead of its bow; and
- comply promptly with a safety instruction from the Race Committee, Melbourne VTS, the Harbour Master, or the master or pilot of Commercial Shipping.

A1.2 A breach is serious when:

- Commercial Shipping alters course or speed because of a boat's actions;
- five or more short blasts, or a VHF warning, are directed at the boat;
- the boat fails to comply promptly with a safety instruction; or
- the boat creates an immediate or material risk of collision.

A1.3 [SP] [NP]

A boat that the Race Committee determines has committed a serious breach shall be scored **DSQ** without a hearing.

A1.4 The Race Committee may base its decision on its own observations, information from Ports Victoria, Melbourne VTS, a report from the master or pilot involved, or objective electronic evidence.

A1.5 The Race Committee may notify the boat as soon as reasonably practicable.

A2. [DP] Using Engines to Avoid Shipping

- You may use your engine to avoid commercial shipping. RRS 42.3(i) provided the boat does not gain a significant advantage in the race.
- Report the details to the Race Committee within one hour of finishing.
- You must not gain an advantage from using your engine.
- After using the engine, bring your boat to a complete stop before continuing to race.

A3. Observe International Collision Regulations (COLREGS 1972), Marine Safety Regulations, rules made by port managers and the Harbour Master Directions.

A4. Bow Flare and Blind Spots

- Large ships can't see you directly in front of their bow. Always stay visible to the ship's bridge.
- Inside 500 metres, your boat may disappear from view because of bow flare or overhanging structures.

A5. VHF Radio

- You must carry a working VHF radio (Special Regulations Category 6).
- Keep it switched on and monitor the race channel and VHF Channel 12. (VTS)
- The Race Committee may use it to provide race updates or navigational warnings.
- If a boat is fitted with an Automatic Identifying System (AIS) it will be switched on to allow monitoring by the race committee and commercial vessels.

A6. Shipping Sound Signals

5+ short blasts – danger signal; the ship is unsure of your intentions. Large vessels cannot see a small boat close ahead because of bow flare or other structures. Competitors should never assume that they have been seen.