

Hobsons Bay Yacht Club

Standard Sailing Instructions



Including Supplementary Sailing Instructions

- A Club Aggregate, Club Course Series, Individual Trophy Races.
- B Fitzpatrick & Co - Chris Webb Two-Handed Series
- C RM Smith Summer Pursuit Series
- D Gunn & Co - Thursday Twilight Series
- E The Steam Packet Hotel - Thursday Female Helm Twilight Series
- F John Neilson Long Distance Series
- G Next Generation Race Series
- H Weekend Female Helm Series
- I Port Phillip Sea Pilots
- J Alaster Edwards Memorial Brass Monkey Series

Attachment 1 Combined 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. Crew declarations shall be completed after 0100hrs on the day of the race and **before** 15 mins prior to the warning signal of the boats first race of the day via the link in the Supplementary Sailing Instructions.

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.

2. Notices to Competitors

- 2.1 The Official Notice Board for the HBYC is located - <https://hbysc.org.au/official-notice-board>
- 2.2. Any changes to the sailing instructions will be posted on the official noticeboard no later than 20:00 on the day preceding the race for which they 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 will 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. Areas that are Obstructions

- 3.1. The following areas are designated as obstructions: The waters of Webb Dock, the waters West of the Williamstown Channel contained between Gellibrand Pier and Breakwater Pier. These waters are out of bounds, boats shall not race in these waters.
- 3.2 Swing Basins are also obstructions and out of bounds when a vessel with an LOA of 50m or greater is manoeuvring within the swing basin. Designated swing basins have been established at the following locations:
 1. At the entrance to Webb Dock
 2. Off the end of Gellibrand Pier
 3. Off the end of Station Pier
- 3.3 There is a moving obstruction around any commercial vessel that is under way, extending 500m from the bow, 50m from the stern, and 30m from the sides.
- 3.4 **[DP]** It is a requirement that competitors keep clear of commercial shipping (see Appendix A of this document) Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

4. Hearing Requests

4.1 Protest forms are available from the HBYC website at Racing/Protest Redress.

4.2 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.

4.3 Protests/Arbitration will generally be heard at 1930 at the Host 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

5. Official Vessels

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

6. Designated VHF Radio Channel

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

7. Inclement Weather

Reference should be made to the Inclement Weather Policy published on the HBYC website
Racing/RRS, Guidelines, Policies

8. 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

- A.1 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.
- A2 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.
- A3 Observe **Victoria Marine Safety Regulations, and particularly 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.**
- A4 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.
- A5 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.
- A6 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."
- A7 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.
- A8 **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.
- A9 **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)