



40th S80 Victorian Championship
Royal Yacht Club of Victoria
10 - 12 January 2025

SAILING INSTRUCTIONS

Royal Yacht Club Victoria

2025 S80 Victorian Championships

Sailing Instructions

1. Crew Declarations

- 1.1. It is mandatory that all boats register their Crew Declarations online. Crew declarations **MUST be completed after midnight** on the day of each race day and **at least** 1 hour prior to the warning signal of the first race of the day electronically. Individual sign on links for each boat will be sent to the registered mobile number of each boat enabling the declaration of crew onboard. Sign-on assistance will be available at the regatta office.
- 1.2. **[SP]** 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.

2. Notices to Competitors

- 2.1 Notices to competitors will be posted to the official online notice board located at the following link:
<https://sailingresults.net/sa/notice/default.aspx?ID=82007>
- 2.2 Competitors/skippers may be notified by SMS and/or email.
- 2.3 Notices may also be posted on the regatta noticeboard at the Western entrance to the RYCV Clubhouse.

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 18:00 on the day before it will take effect.
- 3.2. Changes to the Sailing Instructions will be available on the online noticeboard. Competitors and skippers may be notified by SMS and/or email.

4. Signal Made Ashore

- 4.1. Signals made ashore will be displayed on the RYCV flagpole.
- 4.2. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

5. Class Flag

The class flag will be a flag bearing the S80 insignia, in blue on a white background.



6. Racing Areas

Racing will be on northern part of Port Phillip

7. Courses

See attachment 1 to these Sailing Instructions.

The Sailing Committee will display a numerical pennant indicating the number of the course to be sailed, no later than the warning signal.

The bearing to the first mark will be displayed on the Race Committee boat.

8. The Start

- 8.1. Races will be started by using RRS 26.
- 8.2 The starting line will 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.
- 8.3 A boat that does not start within five (5) minutes after the starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 63.1, A4 and A5.

9. Changes to the next leg of the Course.

- 9.1 When changing the course after the start the Race Committee will lay a new mark and then lift the original mark as soon as practicable. A replacement mark will be an orange buoy with a black band. Any mark to be rounded after rounding the replacement mark may be relocated to maintain the original course configuration.
- 9.2 When in a subsequent change of course a new mark is replaced, it will be replaced with a mark displaying the same characteristics as the original.

10. The Finish

The finishing line will be between a staff displaying a blue flag on the Race Committee Boat and an orange inflatable buoy for laid courses.

For the last race of the day an AP over A signal will be displayed on a flagstaff on the Race Committee Boat prior to the first boat crossing the finish line.

11. Penalty System

11.1 For infringements of Class Rules 4, 8 and 9 the penalty may be less than disqualification if the Protest Committee decides.

11.2 For laid Courses the Two Turn penalty is changed to be a One Turn penalty, except for infringements that occur within the zone of a rounding mark.

12. Time Limit

Windward - Leeward Races

The time limit for each race will be two (2) hours. Boats failing to finish within the time limit or within 30 minutes after the finish of the first boat (whichever is later), will be scored "Did Not Finish (DNF)". This changes RRS 35.

13. Protests and Requests for Redress

13.1 Protests shall be submitted online at the following address.

<https://sailingresults.net/sa/protest/default.aspx?ID=82007>

13.2 The Protest Time limit is 90 minutes after the last boat has finished in the last race of the day or the Race Committee signals no more racing on the day. On the last day of racing, the protest time limit is 60 minutes. The same time limit applies to requests for redress and protests by the Race Committee and Protest Committee about incidents they observe in the racing area and to requests for redress. This changes RRS 61.3 and 62.2.

13.3 Protest hearing schedule will be posted within (30) minutes of the expiry of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

13.4 On the last day of the regatta, a request for reopening a hearing shall be delivered:

- a) Within the protest time limit if the party requesting the reopening was informed of the decision on the previous day.
- b) No later than 30 minutes after the party requesting the reopening was informed of the decision on that day. This changes rule 66.
- c) On the last scheduled day of racing a request for redress based on a Protest Committee decision shall be delivered no later than (30) minutes after the decision was posted. This changes Rule 62.2.

14. Arbitration

14.1 All protests involving a rule of Part 2 or rule 31 will be subject to arbitration in accordance with RRS Appendix T

14.2 Rule T1 (b) is changed to 35% of the difference between her finishing position and the number of entries. However, she shall not be scored worse than Did Not Finish.

15. Safety Regulations

15.1 Attention is drawn to World Sailing Fundamental Rules 3 and 4.

15.2 AS Addendum A, Special Regulations Category 6 shall apply.

15.3 Marine VHF radios capable of receiving and transmitting on channels 16 and 69 shall be carried on all boats.

15.5 Boats and their equipment including safety equipment may be subject to random inspection, at the discretion of the Race Committee.

15.5 The S80 Association has established an upper wind limit. Races will not be started if the average wind speed over a 5-minute period immediately prior to the start exceeds 25 knots.

- 15.6 A boat that retires from the race shall notify the Race Committee as soon as possible on the applicable VHF Channel (ref. Radio Communication).
- 15.7 **[SP]** A boat found to have interfered with commercial shipping shall be disqualified without a hearing. This changes RRS 63.1, A4 and A5.
- 15.8 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.
[SP] The Race Committee, at its discretion may allow such use with or without further penalty. This changes RRS 42.

16. Radio Communication

- 16.1 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.
- 16.2 The Race Committee may make Race Management announcements on **VHF Channel 69** or as per appendices and/or any issued 'Notice to Competitors'. Competitors should monitor this channel.
- 16.3 The Committee Boat (Start Boat) shall be called 'Royals Start'
- 16.4 The land-based station shall be called 'Royals Shore'.

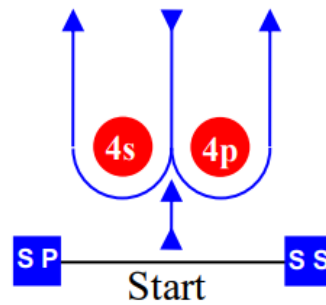
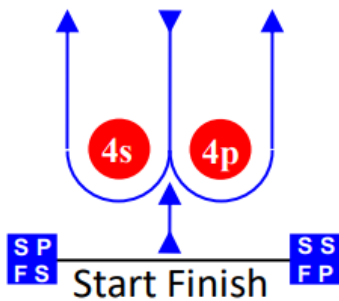
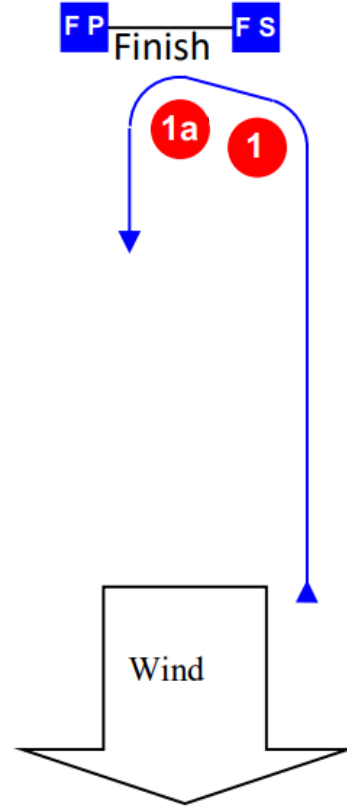
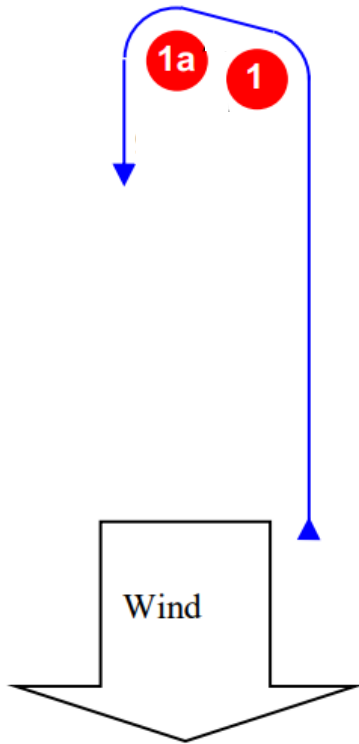
17. Scoring

- 17.1 A maximum of seven (7) races are scheduled.
- 17.2 Three (3) races are required to be constituted a series
- 17.3 When fewer than five (5) races have been completed, a boats series score will be the total of her race scores.
- 17.4 When from five (5) to seven (7) races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.

18. Further Information

RYCV Boating Administrator – Owen Church sailing@RYCV.com.au

ATTACHMENT 1: LAID COURSES



Course: Leeward Finish

Signal	Mark Rounding Order
1	Start – 1 – 1a – Finish
2	Start – 1 – 1a – 4s/4p – 1 – Finish
3	Start – 1 – 1a – 4s/4p – 1 – 4s/4p – 1 – Finish

Course: Windward Finish

Signal	Mark Rounding Order
4	Start – 1 – 1a – 4s/4p - Finish
5	Start – 1 – 1a - 4s/4p – 1 - 4s/4p - Finish
6	Start – 1 – 1a - 4s/4p – 1 - 4s/4p – 1 - 4s/4p - Finish

Mark	Description
1	Orange Cylindrical Mark
1a	Orange Cylindrical Mark
4s/4p	Gate Formed by Yellow Cylindrical Marks.
SS	Staff displaying an orange flag on the Race Committee Vessel
SP	Orange Cylindrical Mark
FS	Staff displaying a blue flag on the Race Committee Boat
FP	Orange Cylindrical Mark

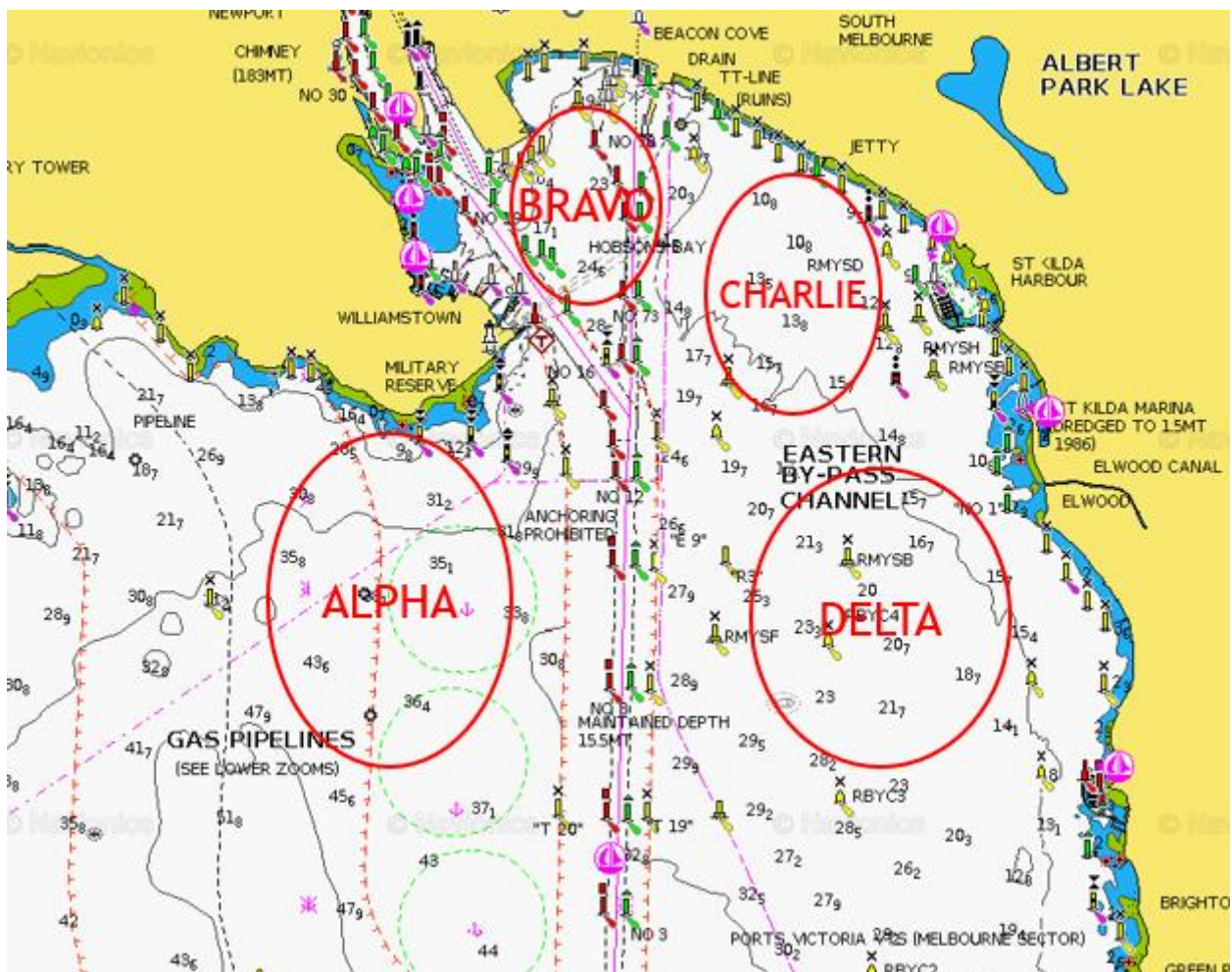
NOTE: In the event a Gate mark is missing the remaining mark is to be left to Port.

Course Areas

The Course Areas to be used for racing will be designated by the display of a colored flag, as per the table below, on the RYCV flagpole a minimum of 1 hour prior to the warning signal.

Course Area	Signal Flag
Alpha	Solid Red
Bravo	Solid Green
Charlie	Solid Blue
Delta	Solid White

The course area will also be announced on the Race Management VHF channel approximately 30 minutes prior to the warning signal.



APPENDIX I - 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.

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 maneuver 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 6 to carry a VHF radio in working order. The Race Committee will be communicating to competitors on the VHF race channel which may include important race information and navigational warnings. Competitors will have their radio 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 an Automated Identifying System (AIS) it will be switched on to allow monitoring by the race committee and commercial vessels.

Attention is drawn to Harbor 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