



**LIPTON CUP REGATTA**  
**16 & 17 November 2024**  
**Keelboat Sailing Instructions**  
**Measurement Racing Divisions 1 & 2**





**Lipton Cup Regatta  
Keelboat Classes  
Measurement Racing Divisions 1 and 2  
Saturday 16 & Sunday 17 November 2024  
Sailing Instructions (after NTC#2)**

**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 boat's first race of the day via this link <http://tymob.net.au/1800> . Failure to lodge a crew declaration will result in the boat being scored DSQ without a hearing for each race the boat fails to lodge a crew declaration for on that day.

**2 NOTICES TO COMPETITORS**

- 2.1 The Official Notice Board for the RYCV is at the following website:  
<https://rycv.com.au/sailing/keelboat/notice-to-competitors/>
- 2.2 Any changes to the sailing instructions will be posted on the official noticeboard no later than 2000 on the day preceding the race for which they will take effect.
- 2.3 Attention will be drawn to notices by RRS flags and sound signals. Attention may also be notified by SMS and/or email.
- 2.4 Signals made ashore will be displayed on the RYCV flagpole. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.



QR code to Crew Dec Link

**3 RADIO COMMUNICATION**

- 3.1 The Race Committee will make Race Management announcements on VHF Channel 69.
- 3.2 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 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.
- 4.2 Swing Basins are also obstructions and out of bounds when a vessel with an Length Overall of 50m or greater is maneuvering within the swing basin. Designated swing basins have been established at the following locations:
- 4.2.1 At the entrance to Webb Dock
  - 4.2.2 Off the end of Gellibrand Pier
  - 4.2.3 Off the end of Station Pier
- 4.3 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.
- 4.4 **[DP]** It is a requirement that competitors keep clear of commercial shipping (see Appendix A) Any boat subject of a complaint by a Ship's master for any reason whatsoever may be disqualified.

#### **5 HEARING REQUESTS**

- 5.1 Protests shall be lodged at the Regatta Office within two (2) hours after the finishing time of the last boat of any division to finish. Protest forms may be lodged by email.
- 5.2 Protests will be heard at a time and place to be notified by the Protest Committee.  
Regatta Office is inside the Southern entrance to the club and may be emailed at [sailmanager@rycv.asn.au](mailto:sailmanager@rycv.asn.au)

#### **6 OFFICIAL VESSELS**

- 6.1 Official vessels will display the burgee of the Royal Yacht Club of Victoria.

#### **7 FURTHER INFORMATION**

For further information please contact:

Andy Warner RYCV Sailing Manager <a href="mailto:sailmanager@rycv.asn.au">sailmanager@rycv.asn.au</a> mobile 0402858123	Owen Church Sailing Admin <a href="mailto:sailing@rycv.asn.au">sailing@rycv.asn.au</a> mobile 0416149167
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## **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 Harbour 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



[SP] RRS42 is changed so that a boat that cannot manoeuvre safely and is in danger of hindering any commercial shipping shall use her engine to clear such shipping. The boat shall not gain any advantage, and the engine use must be declared to the Race Committee as soon as practicable after finishing.

## APPENDIX II - Course Areas

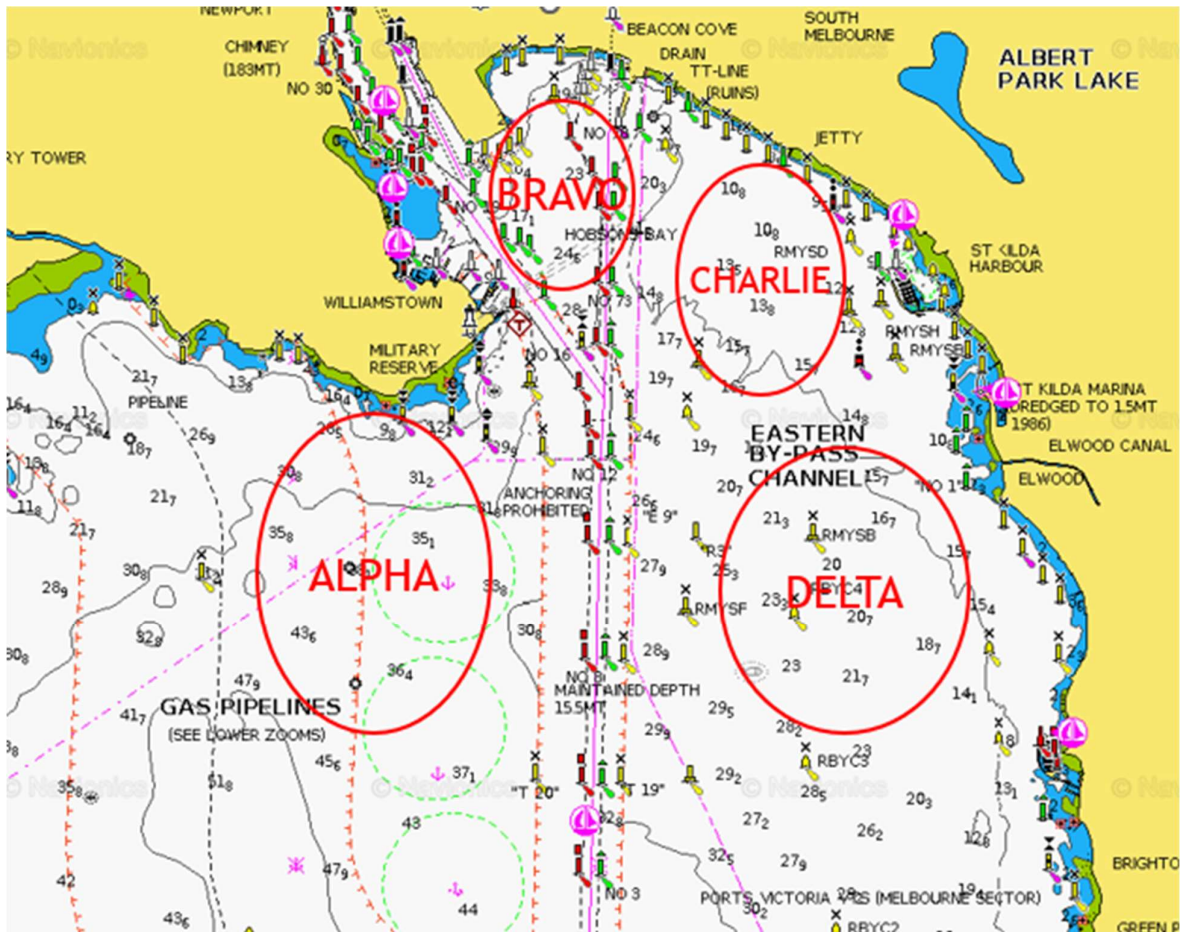


Figure 1 - General Overview of RYCV Course Areas



## Supplementary Sailing Instructions A for Measurement Racing Divisions 1 and 2

### A1 CLASS FLAGS

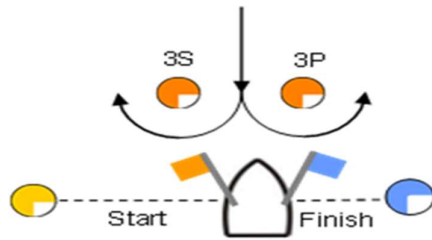
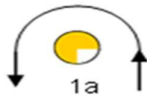
The class flag for Division 1a (Super 40) will be International Code Flag "T"

The class flag for Division 1b will be International Code Flag "R"

The class flag for Division 2 will be International Code Flag "E"

## SATURDAY 16 NOVEMBER 2024

### A2 SATURDAY COURSES AND MARKS



Course	
1	Start, 1, 2, 3(P&S Gate), 1, Finish
3	Start 1a, 3(P&S Gate), 1a, Finish

All Marks to be left to Port.

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

1, 2, 3P & 3S are orange 1a, and start mark are yellow. The finish mark is blue. In the event a mark is moved or replaced it will be replaced with a mark of similar color with a black stripe.



The starting line shall be on Alpha course South of Gellibrand Shoal Mark.  
The Race shall be started according to signals as in RRS 26.

The course to be sailed will be signalled by the display of an international code numeral pennant no later than the warning signal of each race

A crowding buoy may be laid in the vicinity of the committee vessel.  
After the preparatory signal, but before correctly starting any boat passing from the pre-start side of the starting line to the course side of the starting line between the crowding buoy and the committee vessel or any boat touching the crowding buoy shall return to the pre-start side of the starting line by passing on the course side of and around the committee vessel.

A boat starting more than 10 minutes after their starting signal shall be scored DNS

#### **A4 SATURDAY FINISH**

The finish line shall be an imaginary line between the flag mast bearing a blue flag on the committee vessel and the finish mark.

#### **A5 SATURDAY TIME LIMITS**

The time limit for each race will be two hours.

Boats failing to finish within 60 minutes after the first boat in that division finishes or within the time limit, whichever is the latter, will be scored "Did Not Finish" (DNF). This changes RRS 35 and A4

## **SUNDAY 17 NOVEMBER 2024**

#### **A6 SUNDAY COURSES AND MARKS**

Two orange inflatable marks forming a gate will be laid up to one nautical mile to windward from the start line and will be the first mark of the course before the designated course marks.



<b>Course</b>	<b>Marks and the side of passing</b>
4 (20nm)	Start, 1(P&S Gate), R2(Std), OA(Std), Lipton A (Std), P2(Std), Lipton A (Std), Gellibrand Shoal (Port), Lipton B (Std), Finish
5 (18nm)	Start, 1(P&S Gate), R2(Std), OA (Port), SG (Port), R2 (Port), Finish
6 (15nm)	Start, 1(P&S Gate), R2(Std), OA(Std), Lipton A (Std), Gellibrand Shoal (Port), Lipton B(Std), Finish
7 (11nm)	Start, 1(P&S Gate), R2(Std), P2(Std), Lipton A(Std), Gellibrand Shoal (Port), Lipton B(Std), Finish
8 (6nm)	Start, 1(P&S Gate), R2(Std), Lipton B (Std), Finish
9 (11nm)	Start, 1(P&S Gate), R2(Port), RMYS B (Port), RMYS A(Port), RMYS G (Port), R 3 (Port), Finish

<b>Mark</b>	<b>Lat approx.</b>	<b>Long approx.</b>
R2	37° 54.533' S	144° 56.339' E
R3	37° 53.16' S	144° 56.39' E
OA Outer Anchorage	37° 56.887' S	144° 51.489' E
SG Spoil Ground	37° 59.068' S	144° 53.022' E
Lipton A (orange inflatable white band)	37° 53.188' S	144° 53.690' E
Pipeline P2	37° 55.426' S	144° 53.183' E
Gellibrand Shoal	37° 52.612' S	144° 54.880' E
Lipton B (orange inflatable white band)	37° 51.364' S	144° 56.495' E
RMYS B	37° 53.207' S	144° 57.224' E
RMYS A	37° 51.901' S	144° 57.479' E
RMYS G	37° 50 945' S	144° 56.104' E
Start /Finish (Orange inflatable)	Charlie Course West of St Kilda breakwater	
Gate P/S (Orange inflatable)	Up to 1nm to windward of the start line	





### **A7 SUNDAY START**

The starting line shall be on Charlie Course West of St Kilda breakwater

The Race shall be started according to signals as in RRS 26.

The course to be sailed will be signalled by the display of an international code numeral pennant no later than the warning signal of each race

A crowding buoy may be laid in the vicinity of the committee vessel.

After the preparatory signal, but before correctly starting:

Any boat passing from the pre-start side of the starting line to the course side of the starting line between the crowding buoy and the committee vessel or any boat touching the crowding buoy shall return to the pre-start side of the starting line by passing on the course side of and around the committee vessel.

A boat starting more than 10 minutes after their starting signal shall be scored DNS

### **A8 SUNDAY FINISH**

The finish line shall be an imaginary line between the flag mast bearing a blue flag on the committee vessel and the finish mark.

### **A9 SUNDAY TIME LIMITS**

The time limit for each race will be four hours.

Boats failing to finish within 60 minutes after the first boat in that division finishes or within the time limit, whichever is the latter, will be scored "Did Not Finish" (DNF). This changes RRS 35 and A4