

CYAA 2022 Winter
Series @ RMYS
Top Yacht Boat sign
on with PoB info for
each race

SAILING INSTRUCTIONS

CLASSIC YACHT ASSOCIATION of AUSTRALIA

2022 WINTER SERIES

1st MAY 2022 - 28th AUGUST 2022

Organised and conducted by the ROYAL MELBOURNE YACHT SQUADRON
on behalf of the Classic Yacht Association of Australia Inc. A0034323W



1 RULES.

The RMYS organized 2022 Winter Series of CYAA races will be governed by:

- 1.1 The Australian Sailing Racing Rules of Sailing (RRS 2021-2024).
- 1.2 The Special Regulations and Prescriptions of Australia Sailing Part 1 For Racing Boats apply.
- 1.3 The [requirements of the Port of Melbourne Corporation \(PoMC\)](#).
- 1.4 The Marine Safety Act 2010 (Vic) and the Marine Safety Regulations 2012 (Vic).
- 1.5 Any Skipper subject of a complaint by a Ship's Master for any reason whatsoever may be disqualified.
- 1.6 AS Safety Category 6 shall apply. AS Safety Category 7 yachts may be accepted with the express permission of the Organizing Authority.
- 1.7 Boats shall lodge an appropriate Safety Compliance Declaration with their home club for years 2021/2022 & 2022/2023
- 1.8 Crews on yachts without lifelines must wear PFD1 – Failure to do so will result in boats being scored DSQ
- 1.9 [DP] Boat sign on and crew on board declarations are mandatory for all participating boats on each of the CYAA Winter Series of races 15 minutes prior to race warning signal via the following link -
<http://tymob.net.au/1538>
- 1.10 RRS Rule 44.1 is changed. The two turns penalty is replaced by the one turn penalty

2 NOTICES TO COMPETITOR.

- 2.1 Notices to competitors have been posted on the [RMYS Website](#).
- 2.2 [RMYS NTC 25/02/2022](#) is current. Mark S is a substitute mark in G Mark location till further notice.

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 these Sailing Instructions will be available at [RMYS website](#).

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be made on the RMYS Starting tower.

6. RACING AREA

- 6.1 Racing area will be in the northern waters of Port Phillip.

7. SIGNING ON

- 7.1 [DP] All boats shall report their intention to start the race via the following link <http://tymob.net.au/1538>.
- 7.2 Boats not indicating their intention to start by 15 minutes prior to the scheduled start will be deemed not starting.
- 7.3 A boat that retires from this race shall notify the RMYS race committee at the first reasonable opportunity by VHF Channel 72.

8 THE START.

- 8.1 Races starting at the RMYS Tower will use lights in lieu of flags. [RMYS Tower Starting procedure for combined divisions or pursuit starts](#)
- 8.2 Races starting with RMYS or RYCV Race Committee boats in the vicinity of Kerford Road pier will use international flags for starting procedures and course number notification.
- 8.3 The race will be started using RRS 26 with the warning signal made five minutes before the starting signal.
- 8.4 The RMYS Tower Start line is a line between the vertical line on the centre of the western face (breakwater) race tower and RMYS mark A.
- 8.5 The RMYS or RYCV race committee vessel starting line is between the signal mast displaying a plain orange flag on the race committee vessel at the starboard end and the course side of the port-end starting mark. (An orange inflatable mark.)
- 8.6 The Race committee may use a countdown sequence for the start on Channel 72.
- 8.7 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule Appendix A5.

9 THE COURSES.

- 9.1 RMYS Courses will be used of the 2022 Winter Series of races. Descriptions of the [RMYS Squadron courses are available for download at this link](#), A copy of these RMYS courses are displayed on page 4 of these sailing instructions.
- 9.2 The selected course for this race shall be announced 15 minutes before the scheduled start time on channel 72 and displayed by lighted numerals on the RMYS Race Tower or by flag numerals from the RMYS or RYCV Committee boat.

10. MARKS

- 10.1 [Location of RMYS marks](#) can be downloaded from this link. Details are also included in the RMYS Sailing Instruction Booklet Version 6. 2018 -2020.
- 10.2 RMYS Mark H is not part of the starting or finishing procedure for any course allocated for CYAA races.

11 OBSTRUCTIONS

- 11.1 St. Kilda Breakwater and RMYS Mark H.

12 SHORTENING or ABANDONING RACE AFTER START

- 12.1 The race committee may shorten or abandon this race in accordance with RRS.
- 12.2 When code flag S is displayed on a RMYS Race tower or committee vessel signal mast, The finish is between the adjacent rounding mark and the RMYS Race tower or committee vessel and passed through in the same direction as leaving the previous rounding mark of the allocated course.

13 THE FINISH.

- 13.1 The finishing line for RMYS Tower races will be a line between the vertical line on centre of the western face of the RMYS race tower and mark A.
- 13.2 The finishing line for committee boat races will be the race committee vessel displaying a blue flag at the starboard end and the port end finishing mark. (An orange inflatable mark).
- 13.3 [DP] A boat no longer racing shall promptly clear the finish area and not interfere with another boat that is racing

14 PENALTY SYSTEM

- 14.1 For Classic Yachts RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15 TIME LIMIT

- 15.1 The time limit for all races in this series shall be 180 minutes after the actual start. Boats crossing the finish line after this time has expired will be scored DNF.

- 15.2 At the expiry of the time limit, the RMYS Race Officer may advise on channel 72 that the time limit for the race has expired.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protests or Requests for redress shall be notified to a RMYS Race Official within two hours of the protesting yacht's finishing time and lodged in writing on the proscribed form by 11:00am the following Monday.
- 16.2 Protests and request for redress will be heard at RMYS, Pier Road, St Kilda 3182 at a time set by RMYS.
- 16.3 The protest committee will consist of two members of the organising club and one member the Classic Yacht Association of Australia.

17. SCORING.

- 17.1 The scoring system is the Low Point System with modifications in accordance with the Notice of Race.
- 17.2 Series Aggregate Points will be allocated for the best corrected time performance based on each series entry starter's actual on course elapsed time after passing through the allocated course finish line for each race of this series.

18. SAFETY.

- 18.1 The race will start and continue at the Race Directors discretion. Upper wind limit for classic yacht racing is a sustained wind strength of 25 knots.
- 18.2 A boat that retires from the race is requested to notify the RMYS race committee as soon as possible on VHF Channel 72

19 OFFICIAL BOATS

- 19.1 Official RMYS and RYCV Race Committee vessels will display their home club burgee.

20. RADIO COMMUNICATION.

- 20.1 The RMYS Race Committee will monitor VHF radio channel 72.
- 20.2 Skippers are required to maintain a dual listening watch on VHF Channels 72, and 16 before, during and after racing.
- 20.3 Except in an emergency a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 20.4 [DP] All boats, without exception, shall carry a VHF radio capable of receiving and transmitting on Channels 12, 16 and 72.
- 20.5 If calls to the race committee on channel 72 receive no response VHF Channel 16 is to be used to establish communication and for switching over to an agreed working channel.

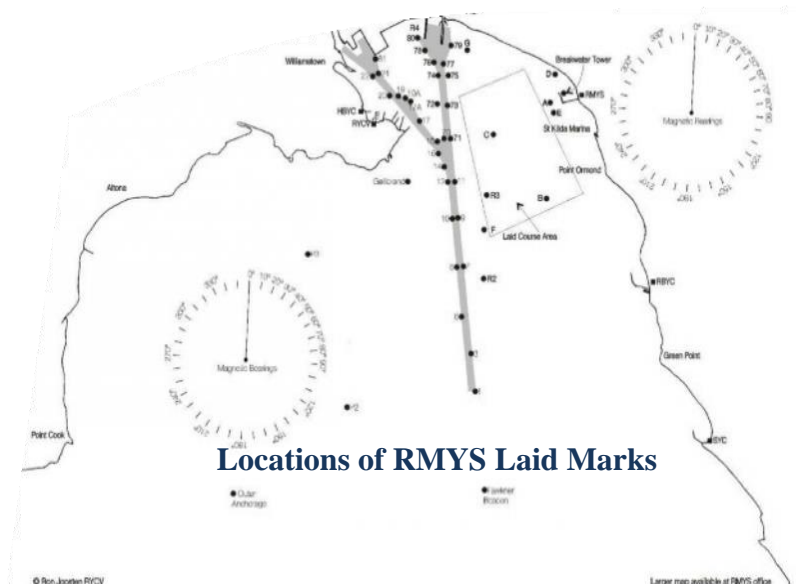
21 RISK STATEMENT

- 21.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.
- Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

22. INSURANCE

- 22.1 Each participating boat shall be insured with valid third party liability insurance with a minimum cover of \$10,000,000 per incident or the equivalent.

- 23 **FURTHER INFORMATION**
RMYS Race Officer
peter.costoloe@gmail.com



| Old Course Name | New Course Name | Squadron Courses | | | | | | | | | | | | | | | | | | | | nm | | | | |
|-----------------|-----------------|------------------|-----|-------|-----|-------|-----|-------|-----|-------|--------|--------|-----|--------|-----|--------|-----|--------|--------|--------|-----|--------|--------|--------|------|------|
| 1 +laps | 56+laps | Start | 122 | E | 256 | C | 39 | D | 170 | A | Finish | | | | | | | | | | | S | 3.0X | | | |
| 2+laps | 57+laps | Start | 350 | D | 219 | C | 76 | E | 302 | A | Finish | | | | | | | | | | | P | 3.0X | | | |
| 3+laps | 58+laps | Start | 179 | B | 359 | A | 350 | D | 170 | A | Finish | | | | | | | | | | | S | 3.4X | | | |
| 4+laps | 59+laps | Start | 350 | D | 170 | A | 179 | B | 359 | A | Finish | | | | | | | | | | | P | 3.4X | | | |
| 5 | 60 | Start | 350 | D | 219 | C | 140 | B | 359 | A | 179 | B | 359 | Finish | | | | | | | | P | 6.9 | | | |
| 6 | 61 | Start | 179 | B | 320 | C | 39 | D | 170 | A | 179 | B | | A | 350 | D | 170 | Finish | | | | S | 7.7 | | | |
| 7 | 62 | Start | 179 | B | 320 | C | 39 | D | 170 | A | 179 | B | | C | 39 | D | 170 | Finish | | | | S | 8.3 | | | |
| 8 | 63 | Start | 350 | D | 219 | C | 140 | B | 359 | A | | D | 219 | C | 140 | B | 359 | Finish | | | | P | 8.3 | | | |
| 9 | 64 | Start | 300 | G | 160 | C | 76 | E | 302 | A | | G | 120 | A | 122 | E | 302 | Finish | | | | P | 7.6 | | | |
| 10 | 65 | Start | | R2 | | C | 39 | D | 170 | A | 179 | B | 359 | A | 350 | D | 170 | Finish | | | | S | 10.3 | | | |
| 11 | 66 | Start | 350 | D | 219 | C | | R2 | | A | 350 | D | 170 | A | | B | | Finish | | | | P | 10.3 | | | |
| 12 | 67 | Start | 350 | D | | GB | | P3 | | R2 | | Finish | | | | | | | | | | P | 10.3 | | | |
| 13 | 68 | Start | 179 | B | 320 | C | 39 | D | 170 | A | 179 | B | | D | 170 | A | 179 | B | | D | 170 | Finish | S | 11.4 | | |
| 14 | 69 | Start | 350 | D | 219 | C | 140 | B | 359 | A | 350 | D | | B | 359 | A | 350 | D | | B | | Finish | P | 11.4 | | |
| 15 | 70 | Start | 179 | B | 320 | C | 39 | D | 170 | A | 179 | B | | D | 170 | A | 179 | B | 320 | C | 39 | D | 170 | Finish | S | 11.9 |
| 16 | 71 | Start | 350 | D | 219 | C | 140 | B | 359 | A | 350 | D | | B | 359 | A | 350 | D | 219 | C | 140 | B | 359 | Finish | P | 11.9 |
| 17 | 72 | Start | 300 | G | | R2 | | A | | R3 | | Finish | | | | | | | | | | | S | 10.8 | | |
| 18 | 73 | Start | 300 | G | 160 | C | 76 | E | 302 | A | 300 | G | | E | 302 | A | 300 | G | 160 | C | 76 | E | 302 | Finish | P | 11.6 |
| 19 | 74 | Start | | R3 | | P3 | | GB | | D (S) | | A | 179 | B | 320 | C | 39 | D | 170 | Finish | | | S | 13.0 | | |
| 20 | 75 | Start | | R2 | | D | 170 | A | | R2 | | D | 170 | Finish | | | | | | | | | S | 12.8 | | |
| 21 | 76 | Start | | R2 | | G | | A | | R3 | | G | | Finish | | | | | | | | S | 12.8 | | | |
| 22 | 77 | Start | 300 | G | | R2 | | A | 300 | G | | R3 | | Finish | | | | | | | | P | 12.8 | | | |
| 23 | 78 | Start | 300 | G | | GB | | P3 | | R2 | | A | 300 | G | | Finish | | | | | | P | 13.7 | | | |
| 24 | 79 | Start | 300 | G | | R2 | | A | | R2 | | A | 300 | G | | Finish | | | | | | P | 13.3 | | | |
| 25 | 80 | Start | | R2 | | A | | R2 | | G | | Finish | | | | | | | | | | S | 13.3 | | | |
| 26 | 81 | Start | | F | 354 | C | 39 | D | 170 | A | | F | | D | | A | | F | | C | | D | Finish | S | 15.0 | |
| 27 | 82 | Start | | FWK | | RYBC1 | | C (P) | | R2 | | G | | Finish | | | | | | | | | S | 18.7 | | |
| 28 | 83 | Start | 300 | G | | R2 | | C | | RYBC1 | | FWK | | E | | Finish | | | | | | | S | 18.9 | | |
| 29 | 84 | Start | | FWK | | P3 | | GB | | D | | A | | R2 | | D | | Finish | | | | | S | 20.3 | | |
| 30 | 85 | Start | 300 | G | | R2 | | A | 300 | G | | R2 | | A | 300 | G | | R3 | Finish | | | | P | 20.6 | | |
| 31 | 86 | Start | 300 | G | | GB | | P3 | | T1 | | G | | Finish | | | | | | | | | P | 22.5 | | |
| 32 | 87 | Start | 179 | B | | P3 | | OA | | FWK | | C | | R2 | | E | | Finish | | | | | P | 21.9 | | |
| 33 | 88 | Start | | R2 | | G | | A | | R2 | | G | | A | | R3 | | G | | Finish | | | S | 20.6 | | |
| 34 | 89 | Start | | R2 | | OA | | P3 | 51 | D | 170 | A | | R2 | | D | | Finish | | Finish | | | S | 21.9 | | |
| 35 | 90 | Start | | FWK | | OA | | D | 170 | A | | R2 | | D | | Finish | | | | | | | S | 22.5 | | |
| 36 | 91 | Start | | RYBC1 | | P2 | | R3 | | RYBC1 | | P2 | | RYBC1 | | E | 302 | Finish | | | | | S | 25.9 | | |
| 37 | 92 | Start | | RYBC1 | | P2 | | R3 | | RYBC1 | | P3 | | RYBC1 | | E | 302 | Finish | | | | | S | 27.6 | | |
| 38 | 93 | Start | | RYBC1 | | P3 | | R3 | | RYBC1 | | P3 | | RYBC2 | | E | 302 | Finish | | | | | S | 27.9 | | |