



MORNINGTON YACHT CLUB

FAMILY | FRIENDSHIP | SAILING

Special Sailing Instructions for Keelboat & Trailable Divisions

CARRUM BIGHT RACE

SATURDAY 11th January 2025

Long Distance Race Series sponsored by:



1.0 GENERAL

The race shall be governed by the current versions of the **Racing Rules of Sailing** (RRS), the Special Regulations of Australian Sailing (AS), the Mornington Yacht Club (MYC) Notice of Race (NoR) MYC Sailing Instructions (SI's) these Special Sailing Instructions (SSI's)

2.0 ELIGIBILITY

All yachts shall comply with AS Special Regulations Part 1, Category 5 and MYC NoR Clause 3.

3.0 ENTRIES

Race entry procedure will be in accordance with MYC NoR Clause 4.

4.0 RESULTS

Results will be calculated in accordance with MYC SI's, Part 1, Clauses 1.12 and 1.13

5.0 STARTING PROCEDURE

The starting procedure shall be in accordance with MYC SI's Part 3, Clauses 3.5, 3.6 & 3.7. All yachts shall start leaving MYC Start (S) mark to Port.

6.0 STARTING SEQUENCE TIMES

Divisions	Warning Signal
Keelboats	0955 hrs. (Single Red Light)
Trailable Yachts	1000 hrs. (Single Green Light)

7.0 THE COURSE

7.1 Keelboats (Approx. 23.5nm)

MYC Start to MYC A buoy (leave to port) to Special Purpose Mark 2 (leave to Port) to MYC S (leave to Starboard) MYC D buoy (leave to Port) to MYC Finish.

7.2 Trailables (Approx 19.76nm)

MYC Start to MYC A buoy (leave to port) to Special Purpose Mark 2 (leave to Port) to MYC Finish.

7.3 Marks of the Course

Approximate positions:	LATITUDE	LONGITUDE
MYC A buoy	38° 11.30' S	145° 03.60' E
Special Purpose Mark 2	38° 03.091' S	145° 04.563' E
MYC D buoy	38° 12.17' S	144° 59.78' E

7.4 MARINE FARMS IN THE COURSE AREA

The attention of competitors is drawn to Marine Farms in the vicinity of the course area. These may be floating or fixed structures with associated moorings that shall be avoided. Competitors should ensure they have current charts and confirm the location of Marine Farms. All Marine Farms in the course area shall be an obstruction while racing.

8.0 THE FINISH

The Finish shall be as determined by MYC SI's Part 3 Clause 3.9.

9.0 AVOIDANCE OF COMMERCIAL SHIPPING IN PORT PHILLIP

In Port Phillip, Commercial Shipping has right of way over pleasure craft. Professional fishing vessels engaged in fishing are, for the purpose of these Sailing Instructions, considered as commercial ships. All yachts shall keep clear of shipping in the waters of the port of Melbourne in accordance with Sections 2, 5.6 & 5.7 of the Harbour Master's Directions – Edition 13.1 - September 2023.

10.0 SAFETY & COMMUNICATIONS

10.1 Personal Floatation Devices The attention of competitors is drawn to the provisions of the Marine Act and Boating Regulations regarding the wearing of Personal Floatation Devices.

10.2 Radio Watch The Communication Channel for this race shall be VHF 73.

10.2.1 The Club: A listening watch will be kept at the clubhouse on the Communication Channel and VHF Ch. 16. The Club call sign is VZV 999. The MYC Tower/Race Office telephone (03 5975 6805) is for use only if radio contact fails.

10.2.2 The Competitor: A boat shall conduct a radio check by calling the MYC Tower on the Communication Channel no later than 5 minutes prior to her Warning Signal and then keep a listening watch on the Communication Channel at all times during the race.

10.3 Radio Schedules/Reporting

All boats shall report to the MYC Tower on the Communication Channel at the first reasonable opportunity after rounding or passing the scheduled mark(s) of the course.

Boats shall use the services of another boat to relay a report in adverse signal conditions. The co-operation of all boats in these circumstances is imperative. VHF Ch 16 shall not to be used for position reporting.

10.3.1 A boat having tried and failed to report by radio, including a relay via another boat, shall telephone the MYC Tower (03 5975 6805) to report.

10.3.2 The scheduled marks of the course for reporting shall be:

Keelboat Division:

- Special Purpose Mark 2

Trailable Division:

- Special Purpose Mark 2

10.4 Hazards

All boats shall report to the MYC Tower any observed significant circumstances that may adversely affect the safety of any competitors in the race. E.g. *such items as sudden increases in wind strength over 30kts and/or increased sea state; a man overboard situation, including that of another boat; flotsam that may be hazardous to boats, etc, etc.*

10.5 Sign ON and Sign Off

The Sign On and Sign Off procedure shall be as defined in MYC SI's Part 1, Sub-clause 1.3.7

11.0 PENALTIES

11.1 A boat failing to conduct a radio check prior to her Warning Signal shall not be considered a starter and shall be scored Did Not Start (DNS) without a hearing. *This amends rule 63.1*

11.2 A boat failing to report to the Tower at the scheduled mark/s of the course shall be scored Did Not Finish (DNF) without a hearing. *This amends rule 63.1*

11.3 The penalty for failing to Sign On shall be as defined in MYC SI's Part 1, Sub-clause 1.3.7.1

11.4 The penalty for failing to Sign Off shall be as defined in MYC SI's Part 1, Sub-clause 1.3.7.1

12.0 TIME LIMIT

The time limit shall be 1800hrs AEST for all boats. Boats that do not Finish within the time limit will be scored 'Did Not Finish' (DNF).

Trevor Neate

Rear Commodore

5th January 2025