



# YARINGA MARINERS CLUB INC ROUND THE BAY RALLY INSTRUCTIONS

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## **RULES**

Rallies conducted by the Yaringa Mariners Club will be governed by the International Regulations for the Prevention of Collision at Sea (COLREGS). These rules will be supplemented by a set of 'local rules' as defined by these Instructions.

All competitors are obligated to observe the COLREGS when sailing in Port of Hastings waters when commercial shipping movements are taking place.

Where appropriate in these instructions the term 'sail' or 'sailing' implies either a power or sailing vessel.

The rally will comprise three Divisions:

- Division 1 – Power Boats
- Division 2 – Trailerable and keel yachts
- Division 3 – Multihulls

Rally Course instructions will be available from 08.30 at the Yaringa Mariners Club Education and Training Centre. If required instructions will also be available from Hastings Yacht Club from 08.30 (To be confirmed with Hastings Yacht Club)

## **LOCAL RULES**

### **Signing On/Off**

Signing on must be completed 15 minutes prior to the Warning Signal for Division 1. All competitors must sign on on **VHF: Ch 77**, or **27 Mhz: Ch 94**. These channels should be used to notify *Yaringa Rally Control* for signing on, signing off or retiring from a race.

Boats experiencing radio difficulties may sign on, or off, by hailing the Committee Boat. Failure to sign on, or off, will result in disqualification.

### **Listening Watch**

All competitors must monitor one of the notified radio channels for the duration of the race, and for one hour prior to the notified start time.

### **Use of Engines**

Yacht engines must not be used after the Preparatory Signal for the appropriate Division except:

- If a competitor has run aground, it may use its engine to free itself provided no distance gain is made and then informing *Yaringa Race Control* by radio.
- After informing *Yaringa Race Control* by radio, a yacht may use its engine to reach the start line providing it waits for five minutes after the starting signal for its division to start.

Vessels failing to do so, and identified, will be disqualified.

### **Use of Anchors**

In the event that a yacht can make no headway against a tidal flow, anchors may be used to maintain a yachts position or to prevent the yacht drifting into unsafe waters. Kedging is strictly prohibited; any vessel found guilty will be disqualified



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## Recalls

A *General Recall* will be indicated by the Committee Boat raising the 'First Substitute' and may be accompanied by two sound signals. The start for the postponed division will occur following the completion of the remainder of the scheduled starts, viz. 5 minutes after the start of Division 3.

An *individual recall* will be indicated by the Committee Boat raising Code Flag 'X' and may be accompanied by one sound signal. It will be removed following the completion of a correct start by the boat(s) identified, or at the expiration of 4 minutes after their start. Boats failing to return to restart will be disqualified.

## Finishing

After finishing, competitors must not sail back through the finish line, but must sail well clear prior to de-rig. Boats failing to do so will be disqualified. All competitors must sign off on the specified radio channels on completion of the race. Competitors failing to sign off will be recorded as DNF.

## Postponement/Abandonment

In the interests of safety, the Race Committee reserves the right to postpone or abandon the event at any time.

Postponement or abandonment may occur for 'lack of wind' (in a strong tidal flow), or excessive wind having regard to the nature of overall conditions and the nature of competitors. Where possible, such decisions will be made ashore and notified to all competitors, but may be made from the Committee Boat 'on station'.

## Handicaps

Competing yachts will use their current handicap from the appropriate summer series. Yachts without a current handicap will be awarded a handicap rating from the Current Yachting Victoria handicap tables, or at the discretion of the organising committee.

Competing power boats will be handicapped in accordance with the course instructions made available on the day of the event.

The Rally Committee reserve the right to make adjustments at its discretion.

## Indemnity

All persons taking part in events conducted by the Yaringa Mariners Club do so at their own risk and responsibility. Yaringa Mariners Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, or after, racing.

Competitors' attention is drawn to the following: **'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone'**. (*Racing Rules of Sailing - Fundamental Rule 4*).

## Safety

All competitors are required to meet either Category 6 safety requirements or the current Marine Safety Victoria requirements. The responsibility for ensuring their boat's eligibility as regards to safety equipment will rest with each competitor.

Trailer Sailors will, whilst competing, shall compete with keels fully lowered and pinned in position. Failure to comply with this requirement, where identified, will lead to disqualification.



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## **Insurance**

Each participating boat shall be insured with valid third party liability insurance with a minimum cover of \$5,000,000.

## **THE COURSE**

### **Time Limit**

Time limit for the rally shall be of 5 hours duration. Competitors not finishing within this time limit will be recorded as Did Not Finish (DNF).

### **Course Details**

The course details will be provided on the day with the marks referenced to a datum position. The datum position shall be announced to all competitors by radio at least 15 minutes prior to the start for Division 1 and displayed on the Committee Boat. Except in the case of emergency and signing on/off procedures, no other communication will take place between the Committee Boat and competitors.

Competitors are required to complete a series of tasks during the rally which will be given in the course instructions.

### **Mark 'A'**

The course will commence with a beat to a laid mark (Mark 'A') of approximately 0.75nm. All competitors are required to round Mark 'A' as the first mark of the course. Prior to the Warning Signal for Division 1, the Committee Boat will raise either a green flag or a red flag indicating that Mark 'A' is to be left on the starboard side (Green flag) or the port side (Red flag). Other mark roundings are as given in the course instructions.

## **THE START**

The start will be located in the vicinity of MS3 in a position enabling the beat to Mark 'A'. It will be between a vessel displaying the Yaringa Burgee and laid yellow mark 'C'.

The Committee Boat may deploy a yellow distance mark from its stern. If used, competitors must not pass between the distance mark and the Committee Boat. The penalty for failure to follow this instruction will be disqualification.

Three Divisions will start – Divisions 1, 2, and 3.

The start for Division 1 will act as a warning for Division 2 and the start for Division 2 will act as a warning for Division 3.

Races will start by using Rule 26 (as modified by these Instructions), with the Warning Signal given 5 minutes before the Starting Signal.



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Signal	Flag and Sound	Minutes before Start
Prior to Warning	Datum Position displayed on a notice board Red or Green flag	15
Warning Signal	Division (s) flag(s), 1 sound	5
Preparatory Signal	'P' flag, 1 sound	4
One minute	'P' flag removed, one long signal	1
Start	All flags removed ('X' or 'First Substitute may be flown), 1 sound	0

**THE FINISH**

The Finish Line shall be between the Committee Boat flying Blue flag ('on station') and Mark 'C', OR between the Committee Boat flying code flag 'S' ('shorten course') at a mark of the course. Competitors shall finish by sailing through the line from the direction of the previous mark.

Vessels finishing will receive a sound signal indicating they have finished the rally.

**All competitors are reminded of the friendly spirit in which events are conducted at Yaringa and for the fundamental need for competitors to avoid collisions at all costs.**