



# SAILING INSTRUCTIONS

Monday 2<sup>nd</sup> to Sunday 8<sup>th</sup> JANUARY 2017 RYCV  
MAGICAL MYSTERY TOUR

Category 4 recommended

## 1. RULES

- 1.1 RESPONSIBILITY - All yachts taking part in cruises conducted by the RYCV do so at their own risk and responsibility. The RYCV is not responsible for the sea-worthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment. The RYCV reserves the right to refuse an entry. Attention is drawn to ISAF Rule 4. A boat is solely responsible for deciding whether or not to start or to continue cruising.
- 1.2 A condition of entry is that each yacht accepted shall hold a current YV Safety Equipment Compliance Declaration.

## 2. COURSE .

- 2.1 As described in attached navigation plan or as amended daily - see item 4.

## 3. STARTING LINE:

- 3.1 As described in attached navigation plan or as amended daily.

## 4. DAILY SAILING PROCEDURE

- 4.1 At 18:00 on the day prior to a sailing leg, all participating skippers will meet for a briefing on the following days leg. THORSEN OR MARNI will provide an updated weather forecast and, if required, an updated navigation plan.
- 4.2 The briefing and meeting described at 4.1 may occur face to face ashore, on a vessel, or by VHF.

- 4.3 If a majority of skippers decide not to proceed on a leg, that leg will be modified or abandoned.
- 4.4 Even if a majority of skippers decide to proceed, each boat is solely responsible for deciding whether to start or continue sailing a leg of the cruise. Boats that withdraw from a sailing leg will be responsible for managing their own return to RYCV.

## 5. FINISHING LINE

- 5.1 As described in attached navigation plan or as amended daily.

## 6. COMMUNICATIONS

- 6.1 All boats must monitor VHF Ch 16 while underway.
- 6.2 The cruise frequency is VHF Ch 73. Calls should be made on VHF Ch 16 in the first instance and then switch to Ch 73.
- 6.3 Boats must communicate with THORSEN or MARNI at least twice daily while underway.
- 6.4 Radio skeds are not required on rest days.
- 6.5 VHF Radio Sked times while underway shall be at 06:00, 12:00, 18:00 and 00:00
- 6.6 All boats shall advise departure and arrival from a location on VHF, by mobile phone, or in person. Routine VHF Radio Skeds prior to departure or after arrival are not required.
- 6.7 Radio skeds will be initiated by THORSEN or MARNI on VHF Ch 16 and 73. Each participating boat will be called in alphabetical order. Each boat shall reply and provide a position report with reference to a nearby prominent point or as latitude and longitude.
- 6.8 Withdrawal. If a boat chooses to withdraw while underway a radio call must be made to THORSEN or MARNI.
- 6.9 Communications Relay. If unable to contact THORSEN or MARNI, attempt to contact any other vessel to relay your position.

## **7. PORT PHILLIP HEADS**

- 7.1 All skippers shall familiarise themselves with requirements and procedures for transiting Port Phillip Heads.
- 7.2 All Boats shall monitor VHF Ch12 (VTS Lonsdale) while transiting Port Phillip Heads.
- 7.3 Boats should remain clear of the Great Ships channel. The preferred passage is via "4 fingers west".
- 7.4 Departure from Queenscliff. Prior to entering Port Phillip Heads, THORSEN or MARNI will instruct RYCV boats to switch to VHF Ch12. THORSEN or MARNI will then contact VTS Lonsdale on behalf of the fleet and request traffic information. All boats shall take note of any shipping traffic announced by VTS Lonsdale and continue to monitor VHF Ch12 until clear of the Port Phillip Heads.
- 7.5 Returning to Queenscliff. Boats should contact VTS Lonsdale on VHF Ch 12 at about 3-5 miles from Port Phillip Heads, advise position and request shipping traffic. Boats should continue to monitor VHF Ch 12 until inside the bay and clear of shipping routes.

## **6. TIME LIMIT**

- 6.1 There shall be no time limit.

## **7. POSTPONEMENT & ABANDONMENT**

- 7.1 Postponement or abandonment of the cruise or a leg of the cruise will be announced by VHF at Radio Sked times