



South of Perth Yacht Club
(Organising Authority)

BILLY RUN
Saturday 16 February 2019

SAILING INSTRUCTIONS

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. Australian Sailing Special Regulations Part 1 for Racing Boats will apply.

2. SAFETY

- 2.1 Department of Transport regulations require small boats to keep clear of commercial shipping in all Western Australian ports.
- 2.2 In addition to the Australian Sailing Cat 6 requirements, boats are also required by Department of Transport WA, to carry the following items:
 - Fire Extinguisher
 - Anchor and Line
 - Lifejacket for every person onboard.
 - Red and Orange Flares (in date)
 - Parachute Flares (in date)
 - EPIRB
 - VHF Marine Radio
 - Recommended – Compass and chart

3. NOTICE TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the foyer of the main clubhouse. The race office is the On Water Group Office (OWG).

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, except that any change to the schedule will be posted by 1200 on the day before it will take effect.
- 4.2 Any changes made after that time will be notified to boats prior to the start. The Race Committee boat will display flag 'L' when on station and broadcast the change on VHF Ch. 72.

5. COMMUNICATIONS

- 5.1 The VHF channel that SoPYC Race Control will for use for the race is VHF channel 72 in addition to monitoring channel 16.
- 5.2 The Cruising Yacht Club of WA (TCYC) will also be monitoring VHF channel 72.
- 5.3 Boats are required to make radio contact with "SoPYC Race Control" on VHF Ch 72 between the hours of 0915hrs and 0945hrs to confirm they are a starter. Details to be provided include:
- Boat name
 - Sail number
 - Number of persons on board
- 5.4 Boats are required to make contact with "SoPYC Race Control" on VHF Ch 72 upon rounding TCYC 'E' Marker to alert the Race Control of their imminent arrival.
- 5.5 Boats retiring from the race are required to contact "SoPYC Race Control" using either VHF 72 or phoning 0412 704 945.

6. CLASS FLAGS



7. SCHEDULE OF RACE & CRUISE

Date	Fleets	Time of warning signal
Sat 16 Feb 19	A,B & C Fleets	1000 hrs
	Cruisers	1010 hrs

8. COURSE

- 8.1 Boats shall start in a south-westerly direction, leaving:
- 'C' Channel Marker to Port
 - No. 9 Channel Marker to Port
 - No. 12 Channel Marker to Port
 - TCYC 'E' Marker to Starboard
 - Keeping clear of the prohibited area
 - TCYC 'Q' Marker to Starboard
 - Finish Marker to Starboard
 - Finishing in a south-westerly direction
- 8.2 Refer to the course diagram in Attachment A.

9. MARKS

'C' Channel Marker	32° 04.62 S	115° 41.5 E	
No. 9 Channel Marker	32° 07.1 S	115° 42.0 E	
No. 12 Channel Marker	32° 08.2 S	115° 42.2 E	
TCYC 'E' Marker	32° 15.8 S	115° 44.2 E	PVC Pipe
TCYC 'Q' Marker	32° 16.4 S	115° 43.6 E	PVC Pipe
TCYC Finish Marker	32° 16.4 S	115° 43.5 E	PVC Pipe

10. START

- 10.1 The start line will be between a staff displaying an orange flag on the start boat at the starboard end and a black and white chequered inflatable mark at the port end.
- 10.2 Boats shall start in a south-westerly direction.
- 10.3 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.



The Start Boat – 'Cavatina'

11. FINISH

- 11.1 The finishing line will be an imaginary line between a white PVC mark off the end of the Val St jetty and a mark in the TCYC Tower. (Refer to Illustration below.)
- 11.2 Boats shall finish in a south-westerly direction.



12. TIME LIMIT

The time limit is 1700 hrs.

13. PROTESTS AND REQUESTS FOR REDRESS

Protest forms will be available at TCYC. Protests and requests for redress shall be advised to the Race Committee by 1700 on the day of the race and formally lodged as soon as possible thereafter.

14. SCORING

The SOPYC Performance Handicap Rules apply.

15. PRIZES

Prizes will be awarded to 1st, 2nd, 3rd and Fastest in each Fleet, plus other discretionary prizes.

16. ANNOUNCEMENT OF RESULTS AND ACKNOWLEDGEMENTS

The announcement of results and presentation of prizes will be held at The Cruising Yacht Club of WA, 1800 hrs, Saturday 16 Feb 2019.

17. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

18. INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of AUD10 million per incident or the equivalent.

RACE CONTROL CONTACTS

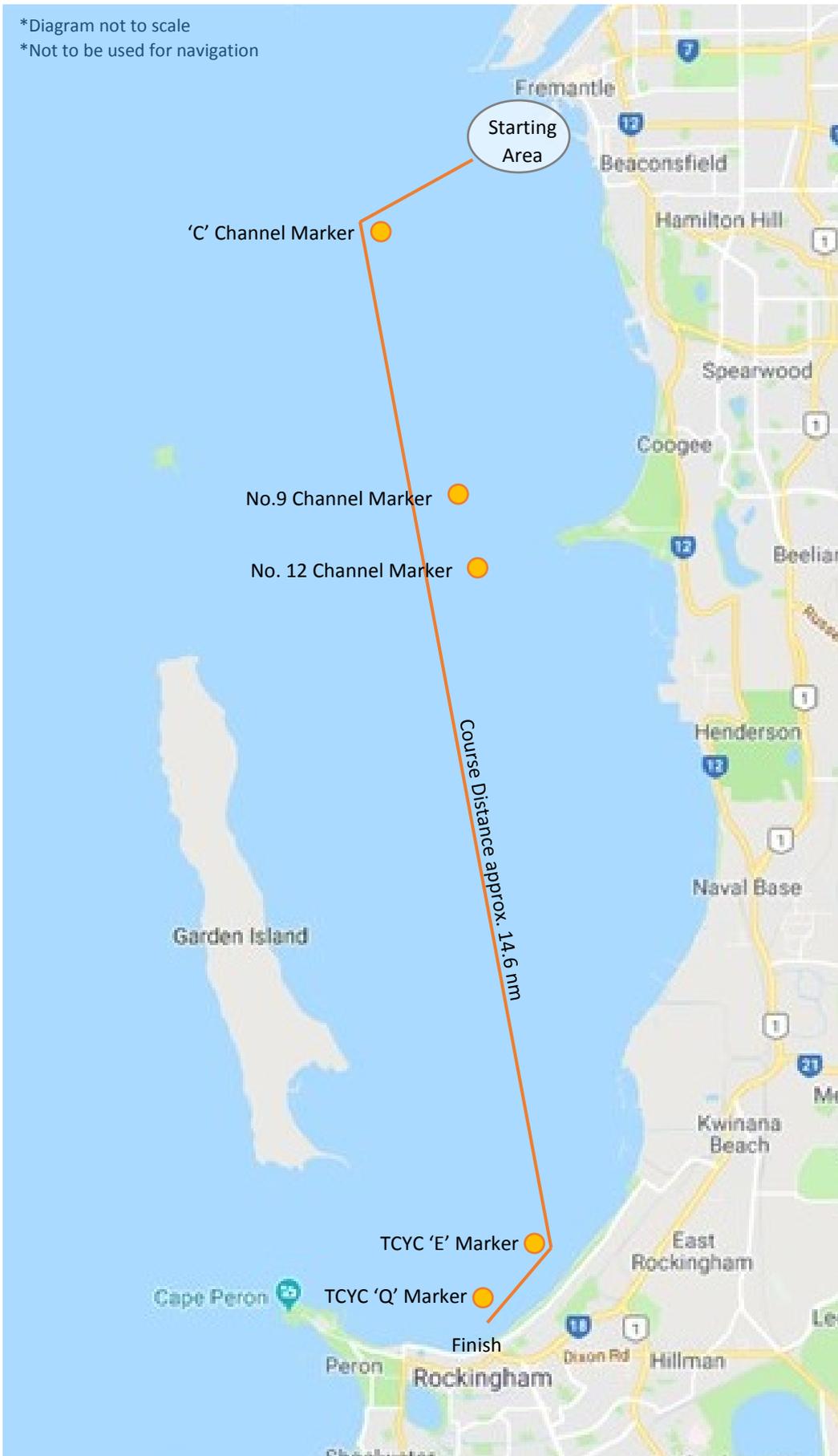
SoPYC Race Control	0412 704 945
SoPYC Sailing Administrator, Scott Nunn	0412 745 844
SoPYC Sailing Development Manager, Mikael Lundh	0411 843 258
The Cruising Yacht Club of Western Australia (TCYC)	9527 5468



Welcoming | People | Sailing | Inspiration

Attachment A

Course



Fremantle Port is Western Australia's major trading gateway. For many recreational boat-users it is also a gateway to Rottnest Island, Cockburn Sound and beyond.

The Fremantle Port Authority is responsible for the safe navigation of shipping in the Port's 383 square kilometres of water. (see map of Port waters).

The Port operates 24-hours a day, 365 days a year and there are more than 4,000 shipping movements annually.

Thousands of recreational boat-users also travel through Fremantle Port waters every year. This guide highlights some of the special considerations recreational vessels should be aware of to safely navigate Fremantle Port waters.

The safety of shipping and recreational boating is critically important to Fremantle Port. It is important that recreational boat owners understand the operational limitations of large vessels in restricted waters, such as the Port's shipping channels.

Department of Transport regulations require small boats to keep clear of commercial shipping in all Western Australian ports.

For more information about recreational boating, call Maritime Transport on (08) 9216 8999 or consult "The Official Western Australian Boating Guide", which is published by the Department of Transport and available from www.dot.wa.gov.au, the Department's website.

For more information about Fremantle Port shipping channels please contact the Port on 9430 4911.

Useful Contacts

Fremantle Port Authority
9430 4911

Shipping Information
9430 3567

Fremantle Port Website
www.fremantleport.com.au

Maritime Transport
9216 8999

Department of Transport website
www.dot.wa.gov.au

Weathercall Perth Boating Weather Service
1900 955 350

Weather-by-fax Perth Boatweather Service
1902 935 720



Navigating Fremantle Port Waters

Limited Vision

Vision is limited from a cargo ship's navigation bridge. Containers, cargo-handling gear and the ship, itself, all obscure vision of what is around it to some degree.

Boat users cannot assume that because they can see a ship, the ship can see them. You must be able to clearly see the centre windows of the ship's bridge to ensure you can be seen.

The distance from which you can be seen can vary depending on the size of the ship and position of the bridge. In the most severe cases, container vessels may have a "blind" sector extending 600 metres ahead of the ship.

The bright orange stripe above the bridge helps ships see each other while at sea and should not be used as an indicator of whether a ship can see you. Keep the centre of the bridge windows in sight and you will increase the likelihood of the ship seeing you.

If in doubt, always stay well clear of commercial shipping.

Limited Manoeuvrability and Keeping Clear in Channels

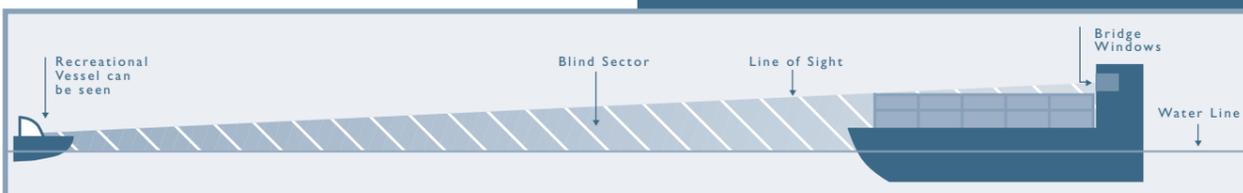
Commercial ships have manoeuvrability limitations. Cargo ships generally cannot steer well if they are navigating at slow speed, so it is important a ship maintains heading and speed once on course.

Size also limits a cargo ship's ability to manoeuvre quickly. Fremantle Inner Harbour entrance channel is maintained at about 13.4 metres in depth. Most large cargo ships visiting Fremantle Inner Harbour have drafts of between 10 and 13 metres. When operating in the Inner Harbour entrance channel they have no room to manoeuvre out of the centre of the channel.

Ships transiting the Success and Parmelia Channels to and from Cockburn Sound are also restricted and must keep to the centre of the channel.

There is also a Deep Water Channel in Gage Roads and boat owners should recognise that this channel has the same constraints for shipping as all other marked channels in the Port.

Regulations to prevent collisions at sea require small vessels to keep clear of a vessel restricted in its ability to manoeuvre. Any commercial ship transiting a marked channel should be considered to have restricted movement and recreational vessels should stay clear.



Port Limits

Travelling Through

Fremantle Port Waters

Fremantle Port waters are part of a busy working port. The marked channels required for shipping should not be considered as recreational areas.

Kayaks, windsurfers, jetskis, waveskis or any other personal watercraft should avoid the marked channels and should also be aware of the safety equipment requirements, which restrict these watercraft to inshore waters. Personal watercraft needing to travel through the Inner Harbour must obey the eight-knot speed limit and keep to the right of the main channel.

The general boating rule of: *look right, give way to the right, turn to the right and stay to the right* applies to Fremantle Port waters.

When travelling through shipping channels, including Fremantle Inner Harbour, stay to the right and not the centre. Recreational vessels should also keep well clear of berthing vessels to avoid going between a ship and the berth.

Small boats must give way to any large vessel travelling in the same channel. A small boat can move safely out of a channel but a large vessel cannot move into open water.



Recognising Shipping

Movements

Commercial shipping movements are slow and deliberate, due to the size of the ship. Movements within the Port are conducted under the control of skilled pilots.

As ships cross into the port limits they can appear to zigzag through Gage Roads. These movements are made to keep the ship within the Deep Water Channel that provides safe passage to the Inner or Outer Harbours, or to safe anchorage for deep draft ships.

Many of the aids that help the masters and pilots navigate a course are shore-based and are not always apparent to recreational boat-users at sea. Stay well clear of large ships.

In Fremantle Inner Harbour, imminent shipping movements are easy to recognise. Some signs include:

- tugs or the orange and blue FPA pilot boat waiting close by ships
- a red and white vertical 'pilot on board' flag flying from a ship
- crew activity on a ship's bow and stern

Avoiding commercial shipping activity can be as simple as staying well clear, observing shipping activities before entering a channel and being aware that small boats are far more manoeuvrable than large ships.

Inner Harbour

