



2022 11 JUNE -
20 AUGUST

KEELBOAT WINTER SERIES

SAILING INSTRUCTIONS



**OFFSHORE
VALMADRE CUP
STARTS 0930HRS**

RACE 1 / ARLENE RACE / 25 JUNE
RACE 2 / ENSIGN RACE / 9 JULY
RACE 3 / MAYFLOWER RACE / 23 JULY
RACE 4 / VOLODORA RACE / 6 AUGUST

VISIT: [FSC.COM.AU/WINTER-SERIES/](https://www.fsc.com.au/winter-series/)



2022 Winter Series – Offshore Valmadre Cup

25 June to 6 August

Organising Authority Fremantle Sailing Club

Sailing Instructions (SI)

The racing will be conducted in accordance with Federal & State legislations relating to COVID-19.

Skippers are responsible for deciding whether to participate or not, and for compliance with all applicable rules and regulations, including all COVID regulations.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing 2021-2024*.
- 1.2 Refer to Valmadre Notice of Race (NoR)
- 1.3 Nothing in these Sailing Instructions or the Notice of Race relieves a boat of her responsibility under civil law to comply with the International Regulations for Preventing Collisions at sea.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0830 on the day it will take effect, except any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATION WITH COMPETITORS

- 3.1 The online official notice board is located at <https://fsc.com.au/2022-offshore-valmadre-cup-winter-series/>
- 3.2 [NP] All boats shall carry a VHF Radio and log on by radio to Offshore Race Control on VHF 72, before the start from 0830. There is no requirement to log off after the race, crossing the finishing line will suffice.
- 3.3 All boats should maintain a constant dual listening watch on VHF 72 and 16 whilst on the water.
- 3.4 Boats that retire prior to starting or during a race shall notify Offshore Race Control by radio before leaving the race area on VHF 72.



- 3.5** All yachts shall notify Offshore Race Control on VHF 72 promptly after rounding the mark indicated (**Rounding Report**) in each course table for the course set by the race team. See Attachment 2 – Courses.

4 CODE OF CONDUCT

- 4.1** Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE



- 5.1** Signals made ashore will be displayed on the main flag mast on the lawn at the western side of the Clubhouse.
- 5.2** When flag AP is displayed ashore, “one minute” is replaced with “not less than one hour” in the race signal AP.
- 5.3** Heavy Weather course (Course 7) when selected by the race committee International Numeral Pennant 7 will be displayed on the main flag mast on the lawn at the western side of the Clubhouse before 0800. This is because when the course is selected, the race will not be started on water by the start crew.

6 SCHEDULE

- 6.1** Registrations to close on the 22 June 2022.

Date	Valmadre Race	First Warning Signal
25th June	Arlene Race	0925
9th July	Ensign Race	0925
23rd July	Mayflower Race	0925
6th August	Volodora Race	0925

- 6.2** Scheduled time of the warning signal for each Division:

Date	Time	Class Flag
Division 2	0925	Naval Numeral 2 
Division 1	0935	Naval Numeral 1 

7 CLASS FLAGS

- 7.1** Where divisions are set by the Race Committee corresponding Naval Numeral Flag's are assigned



8 RACING AREA

8.1 The Valmadre Cup race area is described in SI Attachment 1

9 COURSES

9.1 Courses are as per Attachment 1 of the Sailing Instructions.

9.2 The course number to be sailed will be signalled on the race control committee boat with the display of the corresponding International Numeral Pennant either before or with the Class/Division Flag at the warning signal.

9.3 Heavy Weather course (Course 7)

Refer to Section 12 “The Start” for details on the Heavy Weather Course 7

Race control will also broadcast the notification of Heavy Weather course 7 having been selected on VHF 72 at 08:00 – 08:15 – 08:30 – 08:45.

Race Control may contact Skippers vis SMS the previous evening before 20:00 if a decision has been made by the race committee to select Heavy Weather Course 7 at that time.

9.4 [NP] Shortening Course Signals may be broadcast on VHF 72. This is in addition to the requirements of RRS 32

10 MARKS

10.1 Mark description and location are described in Attachment 2

10.2 Temporary or replacement marks may be used in the form of inflatable red buoys or a pole displaying Code flag M.

10.3 [NP] If a mark of the course is missing or out of position and has not been substituted with a replacement mark, boats shall correctly round or pass (as appropriate) the GPS position of the missing mark’s stated location in the specified direction.

10.4 When a Day Buoy is listed in the course, it will be an inflatable yellow marker buoy situated approximately one nautical mile to windward of the Start Line.

Prior to the Warning Signal, the Committee Boat will display a red or green flag.

A RED flag means the mark is to be left to Port.

A GREEN flag means the mark is to be left to Starboard.

11 OBSTRUCTIONS

11.1 COMMERCIALSHIPPING

Particular care in keeping clear of commercial shipping shall be exercised in the following areas (at least 150 metres distance from all ships):

at the entrance to Fremantle Harbour;

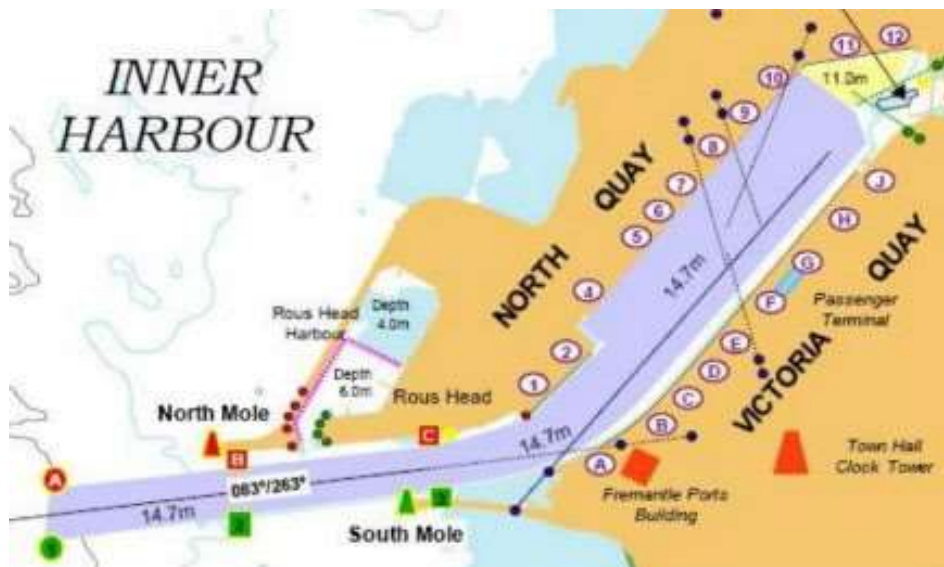
at the Northern Entrance to and in the Cockburn Sound Channel.



- 11.2** Boats subject of a complaint reported by Fremantle Ports will be “Disqualified” (DSQ) without a hearing. This changes RRS 63.1.
- 11.3** Damaging a Mark: Boats that damage a Fremantle Ports or DoT mark shall immediately notify the Fremantle Sailing Club’s Harbourmaster of the date, time and the nature of the damage.

Any cost associated with or arising from an incident under this sailing instruction shall be borne by the owner or person in charge of the boat/s involved.

- 11.4** FREMANTLE HARBOUR ENTRANCE RESTRICTED AREA. While racing, boats shall not enter an area bounded by the lines joining Green No. 1 Harbour Entrance Buoy, Red “A” Harbour Entrance Buoy, Red “C” Harbour Entrance Beacon and Green No 3 Harbour Entrance Beacon.
In alignment with the RRS this area is an obstruction and the limit of safe pilotage.



- 11.5** Swanbourne Exclusion Zone – Refer to Attachment 3
Boats shall not sail within exclusion zone; the exclusion zone is deemed to be a continuing obstruction.

12 THE START

- 12.1** Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 12.2** [NP] Radio count down may be used for the convenience of the competitors, however errors in the broadcast or failure of a boat to receive the transmission shall not be grounds to seek redress. This changes RRS 62.1.



- 12.3** The starting line will be between a mast displaying an orange flag on the committee boat at the starboard end and the permanent Club mark identified in the respective course, or an inflatable yellow buoy at the port end.
- 12.4** After the start of each fleet, a radio broadcast on VHF72 may be made to all competitors that a 'clear start' was achieved. Errors in the broadcast or failure of a boat to receive the transmission shall not be grounds to seek redress. This changes RRS62.1
- 12.5** [NP] Individual Recall - After the starting signal a broadcast may be made to all boats advising the sail numbers of those boats that have not complied with Rule 29.1. It is the responsibility of a boat to monitor the radio for this information. Failure of the Race Committee to make a broadcast or a boat to receive any broadcast will not be grounds for redress. This changes rule 62.1.
- 12.6 Heavy Weather Course No 7 – START**

When this course is selected the race committee crew will start the race at the South Mole finish location and competitors shall have 20 minutes to cross the start line when they choose to do so.

The starting line shall be between a point approx. 150m east of the South Mole Lighthouse marked by an Orange "On Station" Flag and the yellow buoy, FSC Mark "B" (32° 03.502'S 115° 44.055'E) at a distance of approximately 0.15 nautical miles from South Mole. Competitors shall take FSC Mark "B" to Port.

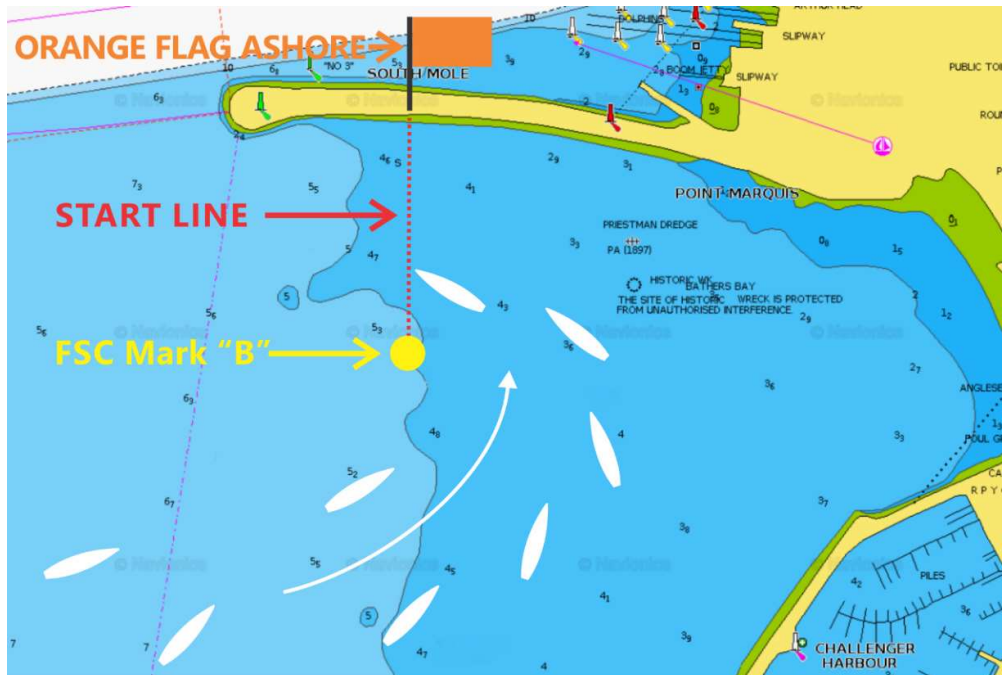
The start sequence will be: -

Time	Sequence
09.15	Orange flag raised signalling start crew is "on station"
09.25	Numeral Pennant 7 will be raised.
09.26	Blue Peter will be raised.
09.29	Blue Peter will be lowered
09.30	Numeral Pennant 7 will be lowered signalling that the start line is open and competitors can start crossing the start line

The 20-minute window of time is provided specifically so competitors will be able to cross the line in an orderly, appropriately "staggered" fashion while respecting each other's sea room. See insert below.

The start crew will record each competitors start time as they cross the start line.

The Orange "On Station" Flag will be lowered at 0950 signalling that the start line is now closed.



12.7 GENERAL RECALL

When a general recall is signalled the warning signal for the first recalled fleet will be displayed at the start signal for the last fleet in the sequence.

Warning signals for other recalled fleets will follow in order thereafter. This changes RRS 29.2 and 26 Race Signals.

13 THE FINISH

13.1 The finishing line will be at the South Mole Finish Line.

13.2 The finishing line shall be between a point approx. 150m east of the South Mole Lighthouse marked by an Orange Flag and the yellow outer buoy, FSC Mark "B" ($32^{\circ} 03.502'S$ $115^{\circ} 44.055'E$) at a distance of approximately 0.15 nautical miles from South Mole. Competitors shall take FSC Mark "B" to Port.

14 PENALTY SYSTEM

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

15 TIME LIMITS

15.1 [NP] The time limit will be the period of time between the actual start for each division and 5pm. Any boat not having completed the course and finished by 5pm will be scored Did Not Finish (DNF).



16 HEARING REQUESTS

- 16.1** Request for redress (protests) shall be in writing and be lodged with the Race Committee within 60 minutes after the finishing time of the last boat in the relevant fleet in its last race of the day. Protest forms are available from the race committee.
- 16.2** In addition to the requirements of RRS 61.1(a) the protesting boat shall, as soon as reasonably possible, inform the other boats by radio on VHF 72. This changes RRS 61.1(a).

17 SCORING

- 17.1** The low point system will be used for the Valmadre Cup Race Series
- 17.2** Four races are scheduled for the Valmadre Cup series, one race is required to be completed to constitute a series.
- 17.3** A yacht's series score shall be the total of all her race scores. No score will be excluded. This changes RRS A2.1.
- 17.4** Boats receiving OCS, RET or DNF will receive a score of the number of boats + 1 that started in their division for that race. This changes RRS A5
- 17.5** RRS A5.2 applies for all boats that do not cross the start line

18 ANNOUNCEMENT OF RESULTS

- 18.1** Results will be announced at approximately 1700 hours or 1 hour after the last boat has finished on the day of the event.

Results will be posted on the FSC event website

<https://fsc.com.au/2022-winter-series/>



SAILING INSTRUCTIONS – ATTACHMENT 1 COURSES

Day Buoy rounding Refer to 10.4

Course 1	21.3nm
Start in the vicinity of Hallbank Beacon	
Day buoy	Ⓢ
Red “A” Channel Marker	S
Campbell Buoy	S
Burnell Buoy	S
Gage Roads Red “B” Buoy	S
Campbell Buoy (Rounding Report)	S
Harbour Entrance Red A	P
Harbour Entrance Green 1	P
South Mole Finish	

Course 2	22.7nm
Start in the vicinity of Hallbank Beacon	
Day buoy	Ⓢ
Stanton Buoy	S
Burnell Buoy	S
Red “A” Channel Marker	S
Hall Bank Beacon	P
Gage Roads Red “B” Buoy	S
Burnell Buoy (Rounding Report)	S
Harbour Entrance Red A	P
Harbour Entrance Green 1	P
South Mole Finish	

Course 3	23.4nm
Start in the vicinity of Hallbank Beacon	
Day buoy	
Campbell Buoy	S
Burnell Buoy	S
Hall Bank Beacon	S
Campbell Buoy	S
Hall Bank Beacon	S
Gage Roads Red “A” Buoy	S
Campbell Buoy (Rounding Report)	S
Harbour Entrance Red A	P
Harbour Entrance Green 1	P
South Mole Finish	



SAILING INSTRUCTIONS – ATTACHMENT 1 COURSES

Day Buoy rounding Refer to 10.4

Course 4	23.4nm
Start in the vicinity of Hallbank Beacon	
Day buoy	S
Fairway Landfall Buoy	S
Campbell Buoy	S
Burnell Buoy	S
Gage Roads Red "B" Buoy (Rounding Report)	P
Harbour Entrance Red A	P
Harbour Entrance Green 1	P
South Mole Finish	

Course 5	24.8nm
Start in the vicinity of Hallbank Beacon	
Day buoy	P
Stanton Buoy	S
Gage Roads Red "A" Buoy	S
Burnell Buoy	S
Hall Bank Beacon	S
Campbell Buoy	P
Red "A" Channel Marker (Rounding Report)	P
Harbour Entrance Red A	P
Harbour Entrance Green 1	P
South Mole Finish	

Course 6	24.0nm
Start in the vicinity of Hallbank Beacon	
Day buoy	S
Eastern South Passage Transit Beacon	P
Hall Bank Beacon	P
Gage Roads Red "A" Buoy	S
Campbell Buoy	S
11m Isolated Danger Mark (Rounding Report)	P
Harbour Entrance Red A	P
Harbour Entrance Green 1	P
South Mole Finish	



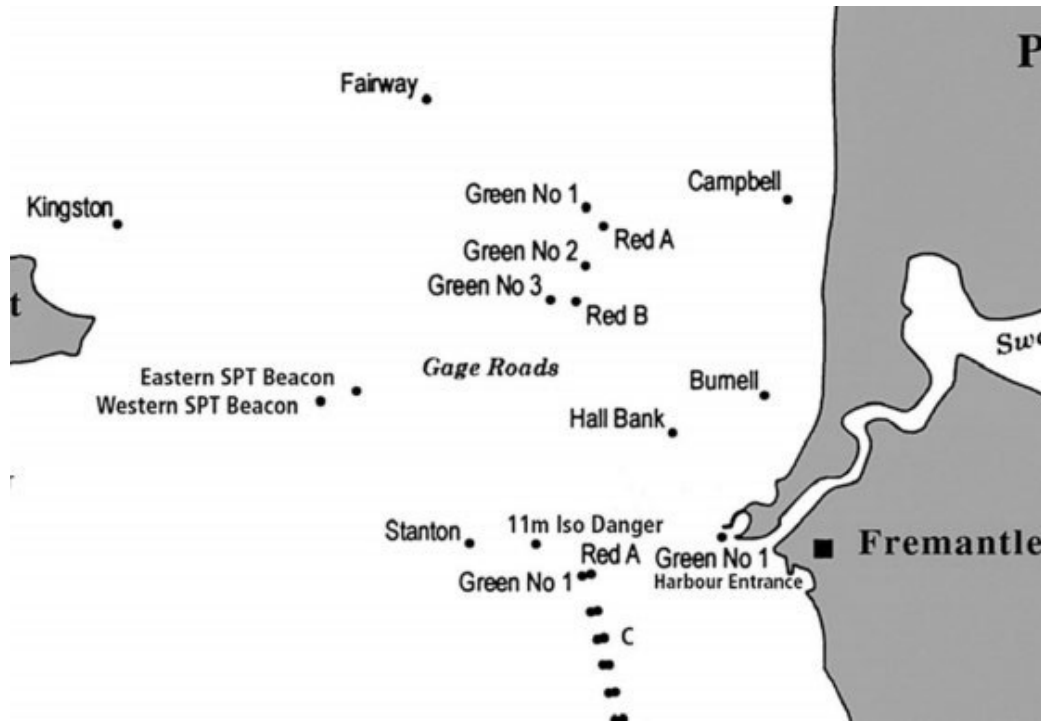
SAILING INSTRUCTIONS – ATTACHMENT 1 COURSES

Course 7 – Heavy Weather	18.4nm
Crossing the start line / South Mole Finish refer SI's.	
Harbour Entrance Green 1	S
Harbour Entrance Red A	S
Gage Roads Red "A" Buoy	S
Burnell Buoy	S
Hall Bank Beacon	S
Gage Roads Red "A" Buoy (Rounding Report)	P
Red "A" Channel Marker	P
Harbour Entrance Green 1	P
South Mole Finish	



SAILING INSTRUCTIONS – ATTACHMENT 2

Race area and mark positions – visual position overview



Navigation Marks	Position	
Burnell Buoy	32° 01.397'S	115° 44.304'E
Campbell Buoy	31° 59.159'S	115° 44.282'E
Eastern South Passage Transit Beacon	32° 01.158'S	115° 37. 671'E
Fairway Landfall Buoy	31° 57.148'S	115° 38.841'E
Gage Roads Red "A" Buoy	31° 59.004'S	115° 41.687'E
Gage Roads Red "B" Buoy	32° 00.000'S	115° 41.8'E
Hall Bank Beacon	32° 01.939'S	115° 42.727'E
Stanton Buoy	32° 03.308'S	115° 39.492'E
11 Metre Bank Isolated Danger Mark	32° 03.247'S	115° 40.747'E
Red "A" Channel Marker	32° 03.7'S	115° 41.3'E

SAILING INSTRUCTIONS – ATTACHMENT 3 SWANBOURNE EXCLUSION ZONE

Boats shall not sail within exclusion zone; the exclusion zone is deemed to be a continuing obstruction.

The most important Points are the Northwest and Southwest marks (Shown Arrowed)

The zone is True north of the south Mark at and due east on a line at South 31 degrees .58.9 Min.



The zone is True south of the north Mark at and due east on a line at South 31 degrees .56.6 Min

Northwest Exclusion Zone Buoy S 31° 56.6' E 115° 43.3'

Southwest Exclusion Zone Buoy S 31° 58.9' E 115° 43.3'