

***Tall Ships Victoria
Sailing Day Review
September 12 2013***



***The Melbourne International Tall Ships
Festival***

Invitation for Classic Yachts

***to participate in the
Admiral Sailing Event***

and

Parade of Sail

Invitation

To recognise and remember the times when Sailing Ships and Classic Yachts of our Melbourne fleet were an important part of Melbourne's social fabric, the event organisers of the Melbourne International Tall Ships Festival have invited Melbourne's Classic yacht fleet to participate in an Admiral Sailing review.

Issued Documentation

This document contains details of the the various Tall Ship Victoria Sailing events as issued by the events organisers

Tall Ships Victoria

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General Information

Sailing Instructions

Tall Ships Victoria

Sailing Instructions (Rev A)

Sailing Day Review

Thursday 12th September 2013

The Tall Ships Victoria Sailing day will be conducted to promote an enjoyable event for both participants and spectators.

The event will be governed by the International Rules for Prevention of Collision at Sea, The Port of Melbourne Corporation Operations Handbook, Harbour Master's Directions and these instructions.

The Sailing Day Review will not proceed if wind strengths exceed 20Knots, however vessels may participate in free sailing or motor sailing.

All sailing will be cancelled if wind strength exceeds 30knots.

The decision to participate in the event remains the responsibility of the Vessel's Master.

The event is not a race, and should be treated as an opportunity to display skill in the control and manoeuvring of the vessels taking part.

Each Vessel will have the opportunity to salute the review vessel, and it is important that at this time, speed is regulated to ensure each vessel has adequate opportunity to do so.

The varying speeds of the vessels in the fleet may necessitate differing course lengths and starting or finishing points, dependant on weather conditions.

To facilitate this, three basic course configurations have been developed to take account of likely prevailing conditions.

In all configurations, the review vessel will be anchored in the approximate area of POMC Anchorage Alpha One. (Marked A1 on the Appendices)

This will allow a Public viewing vantage point at Point Gellibrand.

The Courses to be sailed are described in the attached Appendices and will include rounding marks that will be visible on AIS.

The exact positions of the marks will be tailored to suit the conditions of the day, however the basic course configurations will not be changed.

Communication will be via VHF Channel 69.

A mobile telephone list containing the contact details for each participating vessel will also be available.

It is the intention that the vessels should pass the review vessel in order, and spaced at five minute intervals. Communication will be made on Channel 69 confirming the progress of the salute to ensure an orderly procedure.

Ten Minutes prior to the commencement of the manoeuvre Code Flag P will be raised on the control vessel and a sound signal made, a broadcast will be made on VHF channel 69.

Commencement of the manoeuvre will be signalled by the lowering of Code Flag P and a sound signal made, a broadcast will be made on VHF channel 69.

It is the Organiser's intention to hold a briefing meeting for the Captains of all participating vessels on the day before the event, to inform the Captains of the weather conditions likely to be expected on the day of the Event, likely Harbour traffic, Anchored vessels and any likely Anchorage traffic.

Details will be provided of VTS Operating Frequency, Event Control Vessel Operating Frequency etc. and details of the fixed and movable AIS equipped "marks" which will be used to define the course.

Details of the Order of Salute will be published in an Appendix to these Sailing Instructions to be issued to each vessel at the pre-event briefing.

In addition, the Captains will be advised details of signals for cancellation of the Sailing Day Review, and/or cancellation of sailing in an Appendix to be issued to each vessel at the pre-event briefing.

Details will be provided of VTS Operating Frequency, Event Control Vessel Operating Frequency etc. and details of the fixed and movable AIS equipped "marks" which will be used to define the course.

Details of the Order of Salute will be published in an Appendix to these Sailing Instructions to be issued to each vessel at the pre-event briefing.

In addition, the Captains will be advised details of signals for cancellation of the Sailing Day Review, and/or cancellation of sailing in an Appendix to be issued to each vessel at the pre-event briefing.

ADMIRAL SAILING EVENT

Thursday 12 September 2013

Preamble

1. Maximum visibility to Hobson's Bay, Gellibrand Point, and Altona Beach
2. Minimum interference with Shipping traffic in the Shipping channel and the Port Melbourne channel
3. Adequate depth of water at all times (not less than 5m)
4. Good and safe anchorage for the **Review Vessel** at anchorage Area Alpha 1, approximately due South of Gellibrand Point and about 1.5Nm offshore.
5. Adequate pre-sail preparation and marshalling area
6. Turning marks identifiable by AIS transponder
7. Options for wind from N and also wind from SW / S / SE
8. Maximum wind speed for the event will be "**Less than 20Knots**"
9. For wind speed >20Knots, free sailing is proposed.
10. Sailing Instructions will be prepared for issue to all vessels taking part.
11. Briefing Meeting to be held at RYCV for all Captains and Navigators on Wednesday morning 11th September at 0830hrs

Sailing in Northerly wind conditions < 20Knots

- Ships depart berths and cross the main channel to the area between Webb Dock and the Port Melbourne Channel, and set sails / flags / bunting etc then begin to assemble in sequence.
- At signal, ships proceed in line (3 ships) abreast from the Hobson's Bay marshalling area, crossing the Main Shipping Channel between Pile15 and Pile 17, then proceed to salute **Review Vessel** when crossing the saluting line between Gellibrand Point and **Review Vessel**.
- After saluting, ships continue in line abreast for approx. 2NM then form into line astern and proceed SE from the saluting area to a turning mark (workboat with AIS) anchored approximately 1.5Nm ENE of Point Cook.
- Ships will then proceed in line astern, SW to a Spoil Ground mark (with AIS) 5.5Nm SE of Point Cook, before free sailing/motoring to return to berth, keeping clear of any Shipping traffic in the Main Channel, and crossing the Channel between Pile15 and Pile 17.
- This plan comprises about 12Nm in procession and about 8Nm return journey

Sailing in SW / S / SE wind conditions < 20Knots

- Ships depart berths and motor/sail to Spoil Ground Area approximately 8Nm South of Point Gellibrand
- Ships assemble in spoil ground area, set sails / flags / bunting etc then begin to form up in sequence
- At signal, ships proceed in line astern sailing NW from the spoil ground passing Spoil Ground buoy (AIS) to starboard, sailing toward a turning mark (workboat with AIS) anchored approximately 1.5Nm ENE of Point Cook.
- Ships will pass the Point Cook mark to starboard and sail NE in line astern for approx. 2Nm then form in lines (3 ships) abreast to salute **Review Vessel** when crossing the saluting line between Gellibrand Point and **Review Vessel**
- After saluting, ships will cross the Main Shipping Channel between Pile15 and Pile 17, and proceed to the area between Webb Dock and the Port Melbourne Channel to furl sails and return to berth.
- This plan comprises about 8Nm to the spoil ground assembly area and about 12Nm in procession to the saluting point and return to berth.

Proposed Timing (Northerly wind conditions <20Knots)

- 1000 Depart berth in correct sequence, Rig sails etc in marshalling area
- 1100 Begin to sail in prescribed order to saluting line
2.5NM
- 1130** Salute **Review Vessel** and sail SW course to Point Cook turning mark
4.5Nm
- 1230 Pass Point Cook turning mark to port and sail SE to Spoil Ground mark
5.0Nm
- 1330 at Spoil Ground to furl sails and motor/sail to Hobson' Bay
8.0Nm
- 1500 Arrive berth area
- 1530 Berthed

Proposed Timing (Southerly wind conditions <20Knots)

- 1000 Depart berth in correct sequence and proceed to Spoil Ground, rig sails etc in marshalling area
8.0Nm
- 1200 Begin to sail in prescribed order NW to Point Cook turning mark
5.0Nm
- 1300 Round Point Cook Turning mark to Stbd and Sail NE to saluting line
4.5Nm
- 1400** Salute **Review Vessel** and sail across Shipping Channel to Hobson's Bay then furl sails and proceed to berth
2.5Nm
- 1500 Arrive berth area
- 1530 Berthed

Note the above times are for the first ship(s) It is likely that saluting time may extend to approx. 1hr or perhaps 1.5 hr if Classic yachts and Couta boats follow the ships and wind conditions are light.

Wind conditions exceeding 20knots but less than 30knots

In the event that wind conditions exceed 20knots, or are likely to exceed 20knots during the sailing review period, then the review and salute will be abandoned.

Ships will depart berths at 1000hrs and cross the Main Shipping Channel to the area between Webb Dock and the Port Melbourne Channel, and set sails / flags / bunting etc

Ships will proceed under sail to cross the Main Shipping Channel between Pile 15 and Pile 17.

Ships will then be free to sail on Port Phillip Bay for an appropriate duration, before returning to cross the Main Shipping Channel between Pile 15 and Pile 17, avoiding any commercial shipping using the channel.

Ships will then furl sails and return to Berths by not later than 1530 hrs

Wind conditions exceeding 30knots

In the event that wind conditions exceed 30Knots, all sailing will be abandoned

Rules for Admiral Sailing

I Division of the Fleet

The fleet is divided into a number of squadrons. Each squadron consists of as many vessels of the same or similar type and speed. A squadron commander leads each squadron.

II Colours/Ensigns.

The national flag is carried from the rudder. A red-white-blue pennant can be carried from the top of the mast and the pedigree/class flag can be carried from the end of the gaff. The squadron commander carries a command flag at the masthead, vessels without a command flag sail under their own club burgee.

III Signalling

A lengthy sound signal is given by the squadron commander as a warning signal prior to each manoeuvre. At the second sound signal the squadron carries out the required manoeuvre either from keel line to front line (line ahead to line abreast) or vice versa.

IV Maintaining distance

A squadron is most impressive if its vessels sail as closely together as possible.

In **keel line** (line of keel/line ahead) the normal distance between yachts is approximately 5 metres. For experienced sailors a shorter distance may be possible. Where yachts become too widely separated leading yachts should endeavour to reduce speed to allow the slower yachts to catch up.

In **front line** (line abreast/line abeam) speed has to be controlled so that all vessels stay directly abeam of one another. The distance between vessels has to enable an easy and orderly change over from line abeam to line ahead.

The use of engines is not permitted. Reducing and increasing speed has to be judged and managed by correct use of sail area.

V Saluting the Admiral

The admiral is stationed on board of the admiralship. One of the participating yachts/ships is designated the admiralship. On the first occasion when the squadrons sail past the admiral is saluted following which the admiral responds to the salute. Saluting the admiral proceeds as follows:

- a. Only the skipper of each yacht salutes (e.g. by removing his cap) while the crew stand along the deck facing the admiral preferably attired in appropriate dress.
- b. Upon the signal given by the squadron commander the jib is struck during the sail past and hoisted once past the admiral.
- c. During the saluting of the admiral cannon fire is appropriate.

VI Weaving

Weaving is a manoeuvre carried out by two squadrons. It is performed by both squadrons sailing parallel some distance apart in line ahead. At the signal from the squadron commanders they alter from line ahead to line abreast after which they sail towards each other then pass each other and return to line ahead in parallel.

VII Conclusion of admiral sailing

After all squadrons have completed their sail past the admiralship makes sail. The squadrons next join the admiralship in line astern. The admiralship then gives a signal (either by striking its flag or a sound signal) to indicate the end of the admiral sailing following which the fleet disperses.

Directions by organiser

Participants are requested to follow directions provided by the event organizer.

Sailing Instructions

The sailing instructions will take into account the latest weather forecast and will be discussed at the pre-race meeting with squadron commanders.

Parade of Sail

Saturday 14 September 2013

Preamble:

- 1 Maximum visibility to Coastal residents and seaside public on foreshore from Hobson's Bay to Mornington Peninsula.
- 2 Minimum interference with shipping traffic in the Port Melbourne channel and the main Shipping channels.
- 3 Adequate depth of water at all times (not less than 5m)
- 4 Adequate pre-sail preparation and marshalling area
- 5 Good and safe anchorage at overnight destination (weather dependent)
- 6 Turning/passing marks identifiable on Chart or by AIS
- 7 Options for wind from N and also wind from SW / S / SE
- 8 Maximum wind speed before officially abandoning the event will be 25Knots.
- 9 For wind speed >25Knots, free sailing is at the discretion of the Ship's Master
- 10 Sailing Instructions will be prepared for issue to all vessels taking part
- 11 Briefing Meeting to be held at RYCV for all Captains and Navigators on Friday morning 13 September at 0830hrs

Sailing in Northerly wind conditions

1. Ships depart berths and cross the main channel to the area between Webb Dock and the Port Melbourne Channel, and set sails / flags / bunting etc then assemble in sequence with the larger ships to commence first
2. At signal, ships proceed in line astern from the Hobson's Bay marshalling area, crossing the Port Melbourne Shipping Channel with **Pile No 72 to PORT**
 - a. Proceed on a bearing of approx. 120M to **pass Pt Ormond Mark to STARBOARD**
 - b. Proceed on a bearing of approx.150M to **pass Anonyma Shoal to PORT**
 - c. Proceed on a bearing of approx. 145M to **pass Carrum No.1 Mark to STARBOARD**

If weather is suitable, ships may also proceed closer to shore from Anonyma shoal and **pass Carrum No.2 Mark to STARBOARD**

 - d. Proceed on a bearing of approx. 180M to **pass Mt Martha mark to STARBOARD**
 - e. Proceed on a bearing of approx. 210M to **pass No. 15 Capel Sound mark to STARBOARD**
 - f. Proceed on a bearing of approx. 245M into Sorrento Channel and anchor in the area between Rye and Sorrento.

Proposed Timing (Northerly wind 10Kn to 15Kn conditions)

1000	Depart berth in correct sequence and rig sails etc
1100	On signal from RYCV Committee Vessel, "Thorsen" commence Parade of Sail by crossing an imaginary line between Pile 72 and RYCV Committee Vessel anchored approx. 0.3NM south of Pile 72 3 NM
1130	Point Ormond Mark 4½NM
1200	Anonyma Shoal mark 7½Nm
1300	Carrum No.1 mark 12NM
1430	Mt Martha mark 5NM
1515	Capel Sound No. 15 mark 6NM
1630	Anchored in Sorrento Channel

Total 38NM Approx

Note the above distances are approximate and the times indicated are for the first ship(s). It is likely that overall time will extend by at least 2hrs for the smaller vessels.

[On 14 Sept, Sunset will occur at 1809h and Nautical Twilight ends at 1906h](#)

Sailing in Southerly Wind Conditions (SE Wind)

It is considered that if ships proceed by motor-sailing with wind from a SE direction then the route for Northerly conditions can be safely followed.

Sailing in Southerly Wind Conditions (S and SW Wind)

Under wind from S or SW direction it will be hazardous for sailing ships to approach near the lee shore of the Mornington Peninsula.

It is suggested that ships should proceed on Port Tack towards Point Richards Channel, then tack when approx. 3Nm from the Channel entrance and proceed on Starboard Tack until in the vicinity of Schnapper Point (Mornington) and from that point motor sail or motor to the anchorage area in Sorrento Channel.

Tall Ships Victoria

Sailing Instructions (Rev A)

Parade of Sail

Saturday 14th September 2013

The Tall Ships Victoria Parade of Sail will be conducted to promote an enjoyable event for both participants and spectators.

The event will be governed by the International Rules for Prevention of Collision at Sea, The Port of Melbourne Corporation Operations Handbook, Harbour Master's Directions and these instructions.

The Parade of Sail will not proceed if wind strengths exceed 20Knots, however vessels may participate in free sailing or motor sailing enroute from Hobsons Bay to Capel Sound.

The decision to participate in the event remains the responsibility of the Vessel's Master.

The event is not a race, and should be treated as an opportunity to display skill in the control and manoeuvring of the vessels taking part.

The course proposed for the vessels will allow maximum Public viewing vantage points along the Eastern Shores of Port Phillip.

The Course to be sailed is described in the attached Appendix and may include rounding marks that will be visible on AIS.

The exact positions of any marks will be tailored to suit the conditions of the day, however the basic course configuration will not be changed.

Communication will be via VHF Channel 69.

A mobile telephone list containing the contact details for each participating vessel will also be available.

It is the intention that the vessels should proceed spaced at approximately five minute intervals.

Ten Minutes prior to the commencement of the Parade of Sail, Code Flag P will be raised on the control vessel and a sound signal made, a broadcast will be made on VHF channel 69.

Commencement of the Parade of Sail will be signalled by the lowering of Code Flag P and a sound signal made. A broadcast will be made on VHF channel 69.

It is the Organiser's intention to hold a briefing meeting for the Captains of all participating vessels on the day before the event, to inform the Captains of the weather conditions likely to be expected on the day of the Event, likely Harbour traffic, Anchored vessels and any likely Anchorage traffic.

Details will be provided of VTS Operating Frequency, Event Control Vessel Operating Frequency etc. and details of any fixed or movable AIS equipped "marks" which will be used to define the course.

Details of the Order of Vessels participating in the Parade will be published in an Appendix to these Sailing Instructions to be issued to each vessel at the pre-event briefing.

The Captains will be advised details of signals for cancellation of the Parade of in an Appendix to be issued to each vessel at the pre-event briefing.