

SUPPLEMENTARY
SAILING INSTRUCTIONS
for the
SBSC Navigational Challenge 2026
Version 1.3
Organising Authority
Safety Beach Sailing Club Inc.



1 COMMUNICATION

- 1.1 All Race communication will be on **VHF channel 82**. The Tower callsign is **SBSC Tower**.

Note: Channel 82 is a repeater channel located on Arthurs Seat. This allows communication with the SBSC Tower across the entire course. Accordingly, competitors shall keep radio communication to a minimum so as not to interfere unnecessarily with other traffic on the channel.

- 1.2 Emergencies or urgent safety messages may be transmitted at any time to the SBSC Tower via VHF channel 82 or to the Race Officer. The Race Officer can be contacted via mobile phone on the Tower phone **0420 393 476**.
- 1.3 Yachts shall continuously monitor both VHF channel 16 (Emergency and Calling Channel) and 82 (race communication) during the race (dual listening watch).
- 1.4 Yachts that do not have dual radio channel reception must still maintain a continuous listening watch on VHF channels 16 and 82, e.g. through the use of multiple radios.
- 1.5 A yacht's contact mobile phone must always be turned on during the SBSC Navigational Challenge 2026 and answer to calls from the Race Officer.

2 COURSE

- 2.1 The course is as described in Attachment 1 of this document.
- 2.2 After passing the first mark, Competitors have the choice to sail the course either in a clockwise or an anti-clockwise direction.

3 MARKS and WAYPOINTS

- 3.1 The marks and waypoints are defined in Attachment 2 of this document.
- 3.2 Where a mark as specified as per Attachment 2 of this document is not in place for some reason it is to be treated as a virtual mark or waypoint.

4 ADDITIONAL AREAS THAT ARE OBSTRUCTIONS

- 4.1 The Mussel Spat Culture Farm approx. 3NM north-east of Mud Island, and bound by six Yellow Clearance/Special Purpose Marks, is deemed an Exclusion Zone and shall not be entered. **[DP]** **[NP]**



5 RACE TIME LIMITS

- 5.1 The time limit for the SBSC Navigational Challenge shall be 8 hours unless changed in accordance with paragraph 5.2. Racing shall end at sunset.
- 5.2 The Time Limit for the race may be altered by the Race Officer no later than 1 hour before race start based on the expected weather conditions. A change to the Time Limit shall be announced to all competitors via a SailSys message.
- 5.3 Boats failing to finish within the time limit or within 60 minutes of the finishing time of the first boat, whichever is later, will be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A5.1 and A5.2.
- 5.4 Where conditions are considered unsuitable, including but not limited to a Gale Force Wind Warning (BOM) or lightning or thunderstorm conditions (forecasted or observed), the Race Officer may call the abandonment or termination of the race. Any termination or abandonment will be advised via radio. In these circumstances all boats shall drop their sails and return to the marina under power.
- 5.5 In very light wind conditions (6knots or less), or where it is considered impossible for any Competitor to finish the race, the race may be abandoned or postponed at the discretion of the Race Officer.

6 ADDITIONAL SAFETY REGULATIONS

- 6.1 The SBSC Navigational Challenge is a Safety Category 5 race for monohull keelboats and multihulls.
- 6.2 Yachts that are equipped with an AIS transponder are required to have the AIS transponder switched on in transit mode during the entire race.
- 6.3 Reporting Points
Yachts **shall** radio the SBSC Tower **BEFORE** crossing commercial shipping lanes north of South Channel Mark No 25 and west of South Channel Mark No 01. The SBSC Race Officer will advise Competitors with an up-to-date commercial vessel traffic report.
- 6.4 Retirements
Yachts retiring from the race **shall** notify SBSC Tower by radio as soon as practicable.



7 ADDITIONAL COMMERCIAL SHIPPING REQUIREMENTS

- 7.1 In Port Phillip, Commercial Shipping (vessels more than 35 metres in length) has right of way over pleasure craft. Professional fishing vessels engaged in fishing are, for the purpose of these Sailing Instructions, considered commercial ships.
- 7.2 All yachts **SHALL** keep clear of commercial shipping in all Port Waters in accordance with Section 2.14 “Aquatic Events” and Section 5.6 “Steer Clear” of the Harbour Master’s Directions edition 13. Any yacht that, in the opinion of the Race Committee, causes justifiable concern to a commercial ship shall be subjected to disqualification by protest and may attract civil action.
- 7.3 In the event that a commercial vessel is approaching and its track crosses the track of a competitor about to cross a shipping lane, the Competitor **SHALL** wait outside the shipping lane in order to let the commercial vessel pass through. The competitor shall have the right to stop its race and record the time and waypoint. Once the commercial vessel has passed, the competitor shall return to its recorded waypoint and continue their race. A competitor is required to inform SBSC Tower of its recorded waiting time and waypoint in order to have the waiting time deducted from the competitor’s recorded finish time.
- 7.4 In the event of avoiding action becoming necessary (e.g. a competitor has already entered a shipping lane when a commercial vessel is approaching), the competitor may start their engine and motor to avoid a shipping hazard, on a course perpendicular to the commercial vessel’s track, for as long as necessary. Starting the engine to avoid a shipping hazard will not be considered a cause for protest or request for redress.
- 7.5 Before entering the Sorrento Channel, Competitors must stay clear of any departing or arriving Queenscliff – Sorrento ferry services.



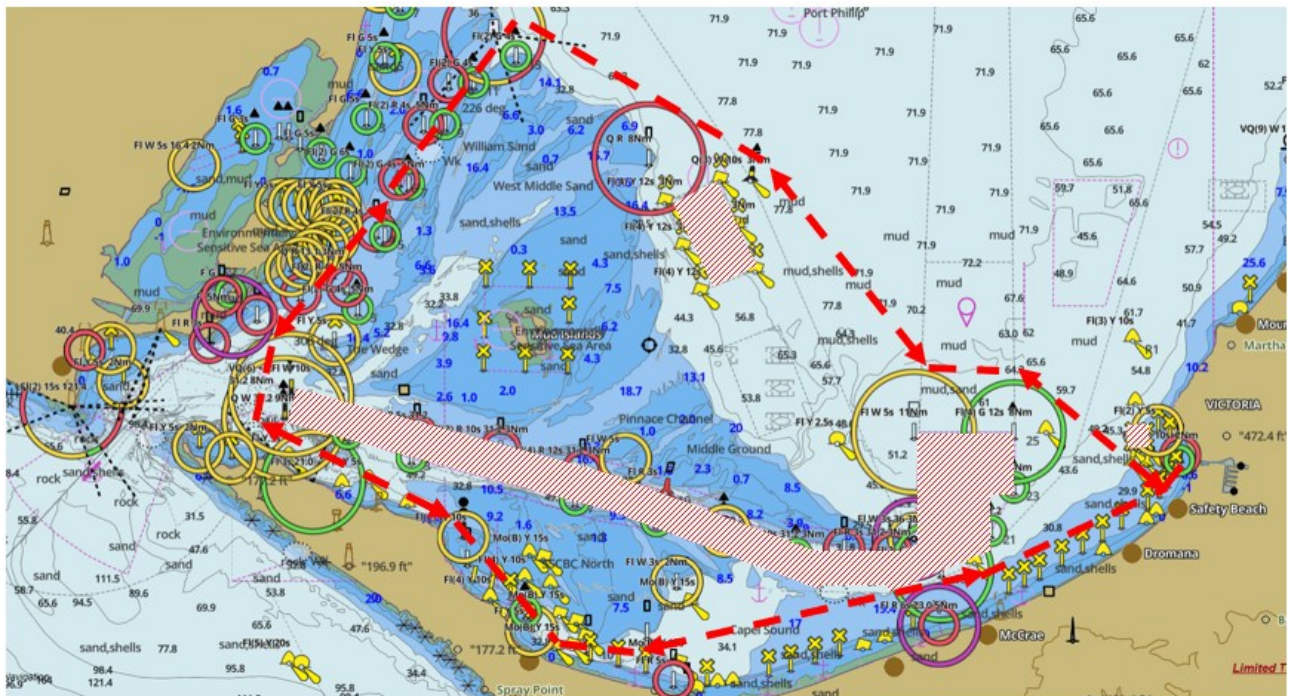
ATTACHMENT 1 - COURSE

Please note:

- 1) The courses are written for Tower Starts. For Water Starts please refer to SI 8.3 where a laid first mark is used in lieu of the Yellow Pile (YP).
- 2) Courses are categorised as follows:

COURSE	DESCRIPTION	DETAILS	NM
GROUP 4: LONG DISTANCE (LONG)			
32	Long Distance #4 “SBSC Navigational Challenge”	<p>Competitors can choose to sail course 32 clockwise or anticlockwise:</p> <ol style="list-style-type: none"> 1) Clockwise direction: Start, YP(S), CH23(S), CH21(S), SB2(S), CH19(S), SorCH10(S), SorCH02(S), CH01(S), South Channel Entrance Cardinal(S), Popes Eye Cardinal(S), West Channel No01(S), West Channel No13(S), CH25(S),YP(P), Finish 2) Anti-clockwise direction: Start, YP(S), CH25(P), West Channel No13(P), West Channel No01(P), Popes Eye Cardinal(P), South Channel Entrance Cardinal(P), CH01(P), SorCH02(P), SorCH10(P), CH19(P), SB2(P), CH21(P), CH23(P), YP(P), Finish 	35.5

COURSE DIAGRAM



Event Exclusion Zones (South Channel + Mussel Spat Culture Farms)

Proposed course (indicative)



ATTACHMENT 2 – MARK LOCATIONS

Mark	Position
Start / Finish (Green Pile)	S38 18.374' / E144 59.306'
Yellow Pile	S38 18.613' / E144 59.220'
Pier Mark	S38 19.840' / E144 57.326' Yellow Pile – Approx. 400mts West of Dromana Pier (NOT at end of Pier)
Mussel Farm (MF)	NW - S38 18 10.6' / E144 58 20.0' NE - S38 18 11.0' / E144 58 38.3' SW - S38 18 25.9' / E144 58 19.1' SE - S38 18 25.7' / E144 58 38.7'
Mount Martha Mussel Farm (MMMMF)	NW - S38 13.909' / E144°59.917' NE - S38 13.928' / E145°01.059' SW - S38 14.395' / E144°59.903' SE - S38 14.415' / E145°01.046'
Mornington Start Mark	S38 12.518 / E145 1.918' Approx. 400mts Northwest of Mornington Pier
Cardinal Mark (BYB)	S38 13.908' / E144 50.613'
BYS4	S38° 21.335' / E 144° 48.511'
R1	S38 16.279' / E144 58.195'
SB1	S38° 17.93' / E144° 56.605'
SB2	S38° 20.01' / E 144° 55.15'
South Channel CH01	S38° 17.959' / E 144° 42.428'
South Channel CH07	S38° 19.007' / E 144° 47.049'
South Channel CH19	S38° 20.116' / E 144° 54.472'
South Channel CH21	S38° 19.495' / E 144° 55.482'
South Channel CH23	S38° 18.805' / E 144° 55.948'
South Channel CH25	S38° 17.928' / E 144° 55.948'
Sorrento Channel SorCH02	S38°19.499 / E 144°44.652'
Sorrento Channel SorCH10	S38° 21.336' / E 144° 47.314'
Sorrento Channel SorCH12	S38° 21.106' / E 144° 48.511'
WestChannel No13	S38° 11.938' / E 144° 45.851'
WestChannel No 01 (Popes Eye)	S38° 16.581' / E 144° 41.896'
South Channel Entrance Cardinal	S38° 17.704' / E 144° 41.145'
Popes Eye Cardinal	S38° 17.327' / E 144° 41.277'
Turning Mark (refer SI 8.2)	Yellow Inflatable Mark