



Sailing Instructions 2024 - 2025

Definitions:

[DP] means a rule for which the penalty is at the discretion of the Protest Committee and may be less than DSQ

[NP] means that a breach of this rule will not be grounds for protest by a boat

[SP] means that for a breach of this rule a standard penalty may be applied by the Race Committee without a hearing

1 Organising Authority

The Organising Authority is the Sandy Bay Sailing Club (SBSC).

2 Rules

All races are governed by the *rules* as defined in *The Racing Rules of Sailing (RRS) 2021-2024*. As of January 1st 2025 RRS 2025 – 2028 will apply.

There may be on-water rules observers, who may notify competitors on the water that a rule breach was observed. In this case competitors may consider taking a penalty at the time or initiating a protest. Protests arising from these observations may be initiated by the Protest Committee under RRS 60.3.

3 Notices to Competitors

Notices to competitors will be posted on the official notice board outside the Secretary's Office at SBSC.

4 Changes to Sailing Instructions

Any change to the sailing instructions will be posted 90 minutes before the race in which it will take effect, except any change to the schedule of races will be posted by 1800hrs on the day before it takes effect.

5 Signals Made Ashore

Signals made ashore will be displayed on the flag mast at the SBSC Starting Box.

Flag AP with two sound signals (one sound signal when lowered) means 'The race is postponed. The warning signal will be made not less than 30 minutes after AP is lowered.' This changes Race Signals.

Flag D with three sound signals (one sound signal when lowered) means 'No boat shall leave the shore and all boats on the water shall immediately return to the shore'.

6 Schedule of Events

See Club website calendar at: <https://teamup.com/ksxxzastbueo95iquz>

7 Starting Times

The Warning Signal for the first race of the first class will be no earlier than 1300. Racing on October 19 will start at 1330hrs. Starting times may vary except where part of a series for which separate Sailing Instructions have been issued. For races not part of a series with separate Sailing Instructions (eg re-sails of abandoned or postponed races) the time of the first Warning Signal will be included in the Change to the Program. The Change to the Program will be posted in accordance with SI 4 'Changes to Sailing Instructions'. All other starting times will be included in Sailing Instructions issued for separate events.

Races may be conducted back-to-back, with subsequent races commencing approximately 5 minutes after the last competitor has returned to the starting area. Starting order may be altered to avoid unreasonable delays. Alterations will be advised to competitors verbally.

8 Class Flags

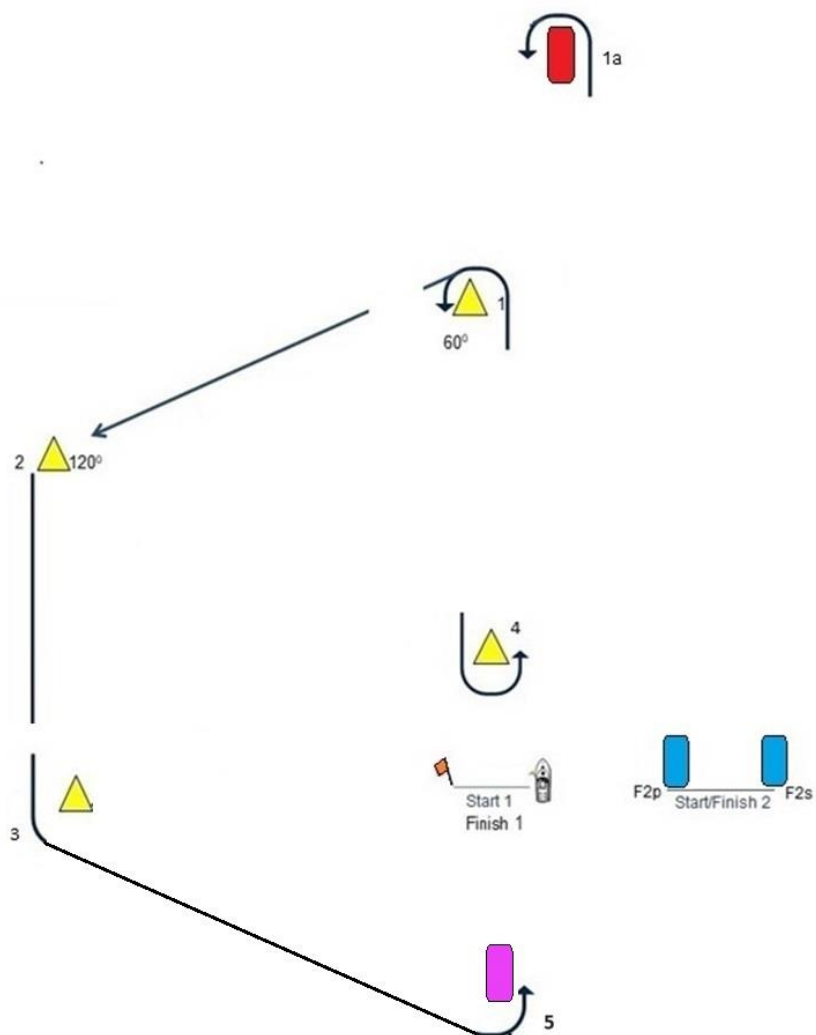
CLASS	CLASS SIGNAL
Int. Optimist - Intermediate	Optimist Class Flag [BLUE]
Int. Optimist - Open	Optimist Class Flag [WHITE]
Int. Cadet	Code Flag 'Y'
Hansa	Hansa Class Flag (WHITE)
ILCA 4, ILCA 6 & ILCA 7	Laser Class Flag
29er	29er Class Flag
Waszp	Waszp Class Flag
Moth	Moth Class Flag
Sailboards	Windsurfer Class Flag

9 Racing Area

Refer to the Racing Area Attachment A.

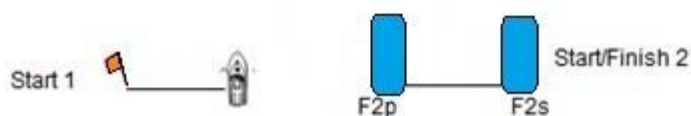
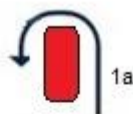
10 The Courses

Course 1 (numeral pennant 1)



Course 1 (numeral pennant 1)	
Int. Optimist Intermediate	Start 1 - 1 - 2 - 3 - 5 - Finish 1
Int. Optimist Open, Sabot	Start 1 - 1 - 2 - 3 - 5 - Finish 1
Int. Cadet	Start 1 - 1 - 4 - 1 - 2 - 3 - 5 - Finish 1
ILCA 4, ILCA 6 & ILCA 7	Start 1 - 1a - F2s/F2p - 1a - Finish 2
29er	Start 1 - 1a - F2s/F2p - 1a - Finish 2
Moth, Waszp	Start 2 - 1a - F2s/F2p - 1a - Finish 2
Sailboards	Start 2 - 1 - F2s/F2p - 1 - Finish 2

Course 2 (numeral pennant 2)



Course 2 (numeral pennant 2)	
Int. Optimist Intermediate	Start 1 - 1 – Finish 2
Int. Optimist Open	Start 1 - 1 - 4 - 1 – Finish 2
Int. Cadet	Start 1- 1 - 4 - 1 – Finish 2
ILCA 4, ILCA 6 & ILCA 7	Start 1 – 1 – F2s/F2p – 1 –Finish 2
29er	Start 1 – 1a – F2s/F2p – 1a –Finish
Moth, Waszp	Start 2 – 1a – F2s/F2p – 1a – Finish 2
Sailboard	Start 2 – 1 – F2s/F2p - 1 - Finish 2

11 Marks

Marks 1, 2, 3 and 4 will be yellow pyramid inflatable buoys.

Mark 3a and 5 will be a pink cylindrical inflatable buoy.

Mark 1a will be a red cylindrical inflatable buoy.

Marks F2s and F2p will be blue cylindrical inflatable buoys. If either F2s or F2p is missing, the remaining mark will be left to port.

Change of course mark will be an orange inflatable buoy.

12 The Start

Signal	Flag and sound	Minutes before starting signal
Warning	Division flag, 1 sound	3
Preparatory	P,U or Black, 1 sound	2
One-minute	Preparatory lowered, 1 long sound	1
Starting	Division flag removed, 1 sound	0

Races will be started in the following order:

- International Optimist (combined Open/Intermediate)
- International Cadet
- Hansa
- ILCA 4, ILCA 6 & ILCA 729er
- Waszp, Moth
- Sailboard

If there are small class numbers, the Race Committee may combine two or more classes. If a class is not represented there shall be no signal made for that class and the Warning Signal for the next class in order will be made. The order may be changed by the Race Committee without notice to facilitate the smooth conduct of the race program.

Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made. [DP] A boat starting later than four (4) minutes after her starting signal will be scored DNS. [NP]

12.1 The Starting line

Starting line 1 will be between an orange staff displaying an orange flag or shape on the Race Committee Boat at the starboard end, and a fisherman's buoy bearing an orange flag at the port end.

When starting, all boats shall pass to port of a fisherman's buoy bearing a green flag which may be laid approximately on the starting line.

Starting line 2 will be between an orange staff on a Race Committee Boat and mark F2s leaving F2p to port.

13 Change of the Next Leg of the Course

To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. This changes RRS 33.

14 The Finish

Finish line 1 will be between an orange staff on a Race Committee Boat and a fisherman's buoy bearing a chequered flag.

Start 1/Finish 1 (for Course 1) will be between an orange staff on a Race Committee Boat at the starboard end and a fisherman's buoy bearing an orange flag at the port end.

Finish line 2 will be between an orange staff on a Race Committee Boat and mark F2s leaving F2p to starboard. If either F2s or F2p is missing, Finish line 2 will be between an orange staff on a Race Committee Boat and the remaining mark.

Code Flag 'L' when flown from a Race Committee Boat at the finish means 'Another Race will start as soon as practical.' This changes Race Signals.

15 Target Times & Time Limits [NP]

15.1 Target times

Target times will be approximately 20-40 minutes.

15.2 The time limit

The time limit for each class will be 50 minutes. Boats failing to finish within 15 minutes of the first boat to finish in their class or within the time limit, whichever is earlier, will be scored Did Not Finish. This changes RRS 35.

15.3 On Course Finishing

Boats deemed to be still racing by the Race Committee but failing to finish within 10 minutes after the first boat in its class sails the course and finishes may be scored an Allocated Place at the discretion of the Race Committee. This changes RRS 35, A4 and A5.

16 Protests

Protests shall be written on forms available at the SBSC Race Office and returned there within one hour after the time of the last boat's finish in the last race of the day. Boats wishing to protest under Part 2 of the RRS or RRS 31 must hail their intention to do so to the Race Committee Boat before leaving the vicinity of the finish. Boats must ensure that their hail is acknowledged by the sailing staff on the Race Committee Boat. Protests will be heard in approximately the order of receipt.

Protest notices will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties or named as witnesses.

16.1 Arbitration

RRS Appendix T applies to SBSC Races, amended so that an Arbitrator can form part of a subsequent Protest Committee.

17 Handicapping

SBSC may decide to handicap designated races.

Races in which more than one class competes may be handicapped using yardsticks approved by Australian Sailing.

18 Pennant Scoring

18.1 The Low Point scoring system of Appendix A will apply, modified so that each boat's series score will be the total of her race scores, with her:

- worst score discarded if six (6) races are completed
- two (2) worst scores if nine (9) races are completed
- three (3) worst scores if twelve (12) races are completed

18.2 Rule A5.3 of RRS Sailing 2021-2024 (Appendix A) Scoring will apply for pennant racing

18.3 Pennant points accrue to the helm.

19 Safety Regulations

19.1 Tag On – Tag Off [SP] [NP] [DP]

Boats launching from SBSC shall tag on prior to leaving shore. Boats returning to SBSC shall tag off upon returning to shore. When races are sailed back-to-back, competitors need only Tag On and Tag Off on shore once.

Prior to starting the first race of a session, ALL boats shall report to the Race Committee Boat once on station by hailing their sail number and their division, and having their hail acknowledged by the staff on the Race Committee Boat. Failure to comply with this Sailing Instruction may result in action by the Race Committee.

Boats retiring or leaving the course for any reason shall inform the Race Committee Boat either in person, or through a safety or coach boat at the earliest possible opportunity.

Failure to Tag On will result in that boat being penalised five (5) places for the first race of the session (but not worse than DNF). Failure to Tag Off will result in that boat being penalised five (5) places for the last race of the session (but not worse than DNF). Penalties will be applied without a hearing. This changes RRS 63.1.

19.2 Declarations [NP]

Helms who, to the best of their knowledge, have sailed the correct course without infringement of rules or sailing instructions shall Tag Off within 60 minutes of the finishing time of the last boat to finish in their class.

19.3 Trapeze Entrapment

To reduce the risk of trapeze harness entrapment, sailors should carry a sharp, well maintained and easily accessible knife, preferably serrated, and ensure crew know where the knife is located and are prepared to use it to cut a harness, trampoline mesh or other entanglement.

20 Prizes

Trophies will be awarded for Club pennants as follows:

- ☞ If a total of six (6) or more individual boats of a class start in the pennant series for that class then trophies will be awarded to the first three (3) places, both helm and crew if applicable.
- ☞ If a total of between three (3) and five (5) individual boats of a class start in the pennant series for that class then trophies will be awarded to first place, both helm and crew, if applicable.
- ☞ No trophies will be awarded if in total less than three (3) individual boats of a class start in the pennant series for that class. However, as with all pennant winners, the winner of the pennant series shall be entered on the Pennant Shield in the Clubhouse.
- ☞ For boats using multiple crews during the season or a series, trophies will be awarded to both helm and one crew nominated by the helm.

20.1 Other Trophies

The Sailing Committee may decide to award any of the following trophies, among others, as appropriate: Geoffrey Corkhill Memorial Trophy for Best Cadet Forward Hand; Peacock Trophy for Best Club Person of the Year; Michael Peck Trophy for Best Young Club Person; and Muir Trophy for Most Improved.

21 Liability

All persons taking part in all races, whether as entrants or otherwise, do so at their own risk and responsibility. The Clubs are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment. The Clubs reserve the right to refuse or withdraw an entry.

Attention is drawn to RRS Fundamental Rule 4 which states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone'.

Sandy Bay Sailing Club Rescue Plan

Introduction

This Rescue Plan is designed to deal with all stages of rescue from single vessel capsized to a whole-of-fleet emergency. Participants include designated Race Committee rescue craft, mark boats, coach boats and spectator boats at different levels of the Plan.

A full briefing for the parties will take place prior to the Practice Race for each regatta conducted by Sandy Bay Sailing Club and at the start of each sailing season.

All rescue activities will be conducted under the control and direction of the Alpha Course Race Officer (RO) in liaison with the SBSC Shore Patrol.

Radio traffic from a rescue boat involved in a rescue will have priority over other transmissions. Normal Radio Frequency on Alpha Course will be Channel 10. In the event of radio concerns, Channel 9 will be the back-up Channel. Normal Radio Frequency on Bravo Course will be Channel 15.

All powered craft in the vicinity of the course and associated with the racing (rescue, mark-laying, coach and spectator boats) shall register their type of radio (UHF/VHF) and their call-sign with the Race Committee. As a backup, a mobile phone number should also be registered.

The Alpha Course RO shall have contact with a suitably qualified on-call medical practitioner at all times. The Alpha Course RO shall also maintain lines of communication with Hobart VTS (Hobart Port Control) and local emergency services.

Rescue Boat Equipment

Each designated rescue boat shall carry, in good condition and working order, a first aid kit, VHF radio with appropriate frequencies, a readily available and effective sharp knife to cut sheets, trampoline, harnesses etc. to free a sailor, a supply of green floats on lanyards, heaving lines, towlines, and safety equipment as determined by MAST for the size and type of vessel.

Each designated rescue boat will be crewed by two competent, licensed operators, at least one of whom will be an adult. One person on each boat shall at all times be prepared to enter the water to assist in a rescue.

Level 1 - Normal conditions (0 to 15 knots of breeze)

Individual boat capsized or breakage involving a need for assistance. This will be carried out by an individual rescue boat and reported to the Course RO as either:

- ☞ Standing By
- ☞ Assisting in Recovery of the Boat or
- ☞ Additional Assistance Required - Specify (e.g. Medical, tow, etc.)

If a crew member of the rescue boat is required to enter the water, this must be reported to the Course RO.

Where possible, towing duties should be assigned to Race Committee Boats other than designated rescue boats.

Level 2 - Strong conditions (15 to 25 knots of breeze)

Multiple capsizes or breakages. All Race Committee boats will be called upon to assist with rescues, coordinated by the Course RO. Regular situation reports from boats engaged in rescues to be radioed to the Course RO.

At the upper end of this wind-range, coach boats may be called upon to assist, however the Alpha Course RO will not deploy this option unless circumstances dictate.

Level 3 - Wind strength consistently over 25 knots, gusting higher

Racing abandoned. All competing boats to return to shore as soon as possible. Competitors on-shore not to launch. All Race Committee and coach boats to be available to assist with rescue at the direction of the Alpha Course RO. The Alpha Course RO to liaise with the Shore Patrol.

Level 4 - Severe, gale strength conditions

All Race Committee and coach boats are involved in rescue, at direction of Alpha Course RO. Overall rescue plan managed by Alpha Course RO in liaison with the Shore Patrol.

May involve abandoning competing boats on the course area and collecting crews in Race Committee and coach boats. Suitable spectator boats may be asked to take crews on board from other rescuing craft.

Abandoned boats must have a green float attached to the rigging signifying that crews are safe.

Alpha Course RO shall maintain level of contact required with other Race Committees operating fleets in the vicinity to determine best use of available resources. SBSC rescue boats may be called upon to assist other fleets. This shall be at the direction of the Alpha Course RO.

Electrical storms

In the event of an electrical storm forecast, the Race Committee should consult the weather radar to observe the track of the storm, if any electrical strikes in a 5km radius, all racing shall be moved closer to the SBSC shore, and may include shortened races and/or postponement until it is established that the direction of the storm is moving away from the race area and/or weakening in severity. The Race Committee should continue to observe the weather radar until the storm has passed or racing is concluded. The potential fear or phobia of electrical storms in young people shall be taken into consideration.

Important

Maintenance and monitoring of Tag On and Tag Off is critical to the success of the Rescue Plan. The Shore Patrol shall ensure that at all times there is a competent person on duty to note sign-offs from retiring or finishing competitors.

Course Area Attachment A

