



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 Royal Yacht Club of Tasmania (RYCT).

2 Rules

As set out in NoR 1.

3 Notices to Competitors

Notices to competitors will be posted on the official noticeboard outside the RYCT OTB centre.

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 RYCT OTB flagpole at the corner of the compound.

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.

6 Schedule of Events

See Club website calendar at [OTB Web Page](#)

7 Starting Times

The Warning Signal for the first race of the first class will be no earlier than 1300 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 will be conducted back-to-back, with subsequent races commencing approximately five minutes after the last competitor has finished the previous race. Starting order may be altered to avoid unreasonable delays. Alterations will be advised to competitors verbally.

8 Class Flags

CLASS	CLASS SIGNAL
Green Fleet	Optimist Green Fleet Flag
Int. Optimist	Optimist Class Flag
Sabot	Sabot Class Flag
Int. Cadet	Code Flag 'Y'
ILCA 7, 6 & 4	ILCA Class Flag
Flying 11	Flying 11 Class Flag
29er and 49er	29er Class Flag
Sharpie	Sharpie Class Flag
Int. 2.4mR	Int.2.4mR Class Flag
Moth, Waszp	Moth Class Flag

9 Racing Area

Refer to the Racing Area Attachment A.

10 The Courses

Courses are as set out in Attachment B

The diagrams and descriptions show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

Start to Mark 1 approximately 600m

Start to Mark 1A approximately 800m

11 Marks

Marks 1, 3 and 4 be orange and white cylindrical inflatable buoys

Mark 1A, 2 and 3A will be a yellow cylindrical inflatable buoy

Change of course for Mark 1 will be yellow with a black band cylindrical inflatable buoy

Change of course for Mark 1A will be an orange with a black band inflatable buoy

12 The Start

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

Subject to SI 7, races will be started in the following order:

- Optimist, Sabot
- Flying 11
- ILCA 4, 6 & 7
- 29er, Moth, Waszp
- Sharpie

Other classes can make arrangement to race by agreement with the Course Race Officer who will direct them to the appropriate course and Class Signal described in section 8.

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]

13 The Starting line

The starting line will be between a staff displaying an orange flag or shape on the Race Committee Boat at the starboard end, and a yellow inflatable buoy with a blue band at the port end.

14 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.

15 The Finish

The finish line will be between a staff displaying a blue flag on a Race Committee Boat and a black & white 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.

16 Target Times & Time Limits [NP]

16.1 Target times

Target times will be approximately 20-40 minutes.

16.2 The time limit

The time limit for each class will be 50 minutes. For boats failing to finish within 15 minutes of the first boat to finish or within the time limit, whichever is later, may be given an on-course finish, see 15.3; but after 20 minutes will be scored Did Not Finish. This changes RRS 35.

16.3 On Course Finishing

Boats deemed to be still racing by the Race Committee but failing to finish within 15 minutes after the first boat sails the course and finishes may be scored Allocated Place. This changes RRS 35, A4 and A5.

17 Protests

Protests shall be written on forms available at the RYCT OTB 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.

18 Arbitration

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

19 Handicapping

RYCT OTB may decide to handicap designated races.

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

20 Pennant Scoring

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 twelve (12) races are completed
- three (3) worst scores if sixteen (16) races are completed

Pennant points accrue to the helm.

21 Safety Regulations

21.1 Sign On – Sign Off [SP] [NP] [DP]

Boats launching from RYCT OTB shall Sign On prior to leaving shore. Boats returning to RYCT OTB shall Sign Off upon returning to shore. When races are sailed back-to-back, competitors need only Sign On and Sign 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 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 Sign 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 Sign 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.

21.2 Declarations [NP]

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

21.3 Trapeze Entrapment

To reduce the risk of trapeze harness entrapment, sailors on trapeze boats will 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.

22 Prizes

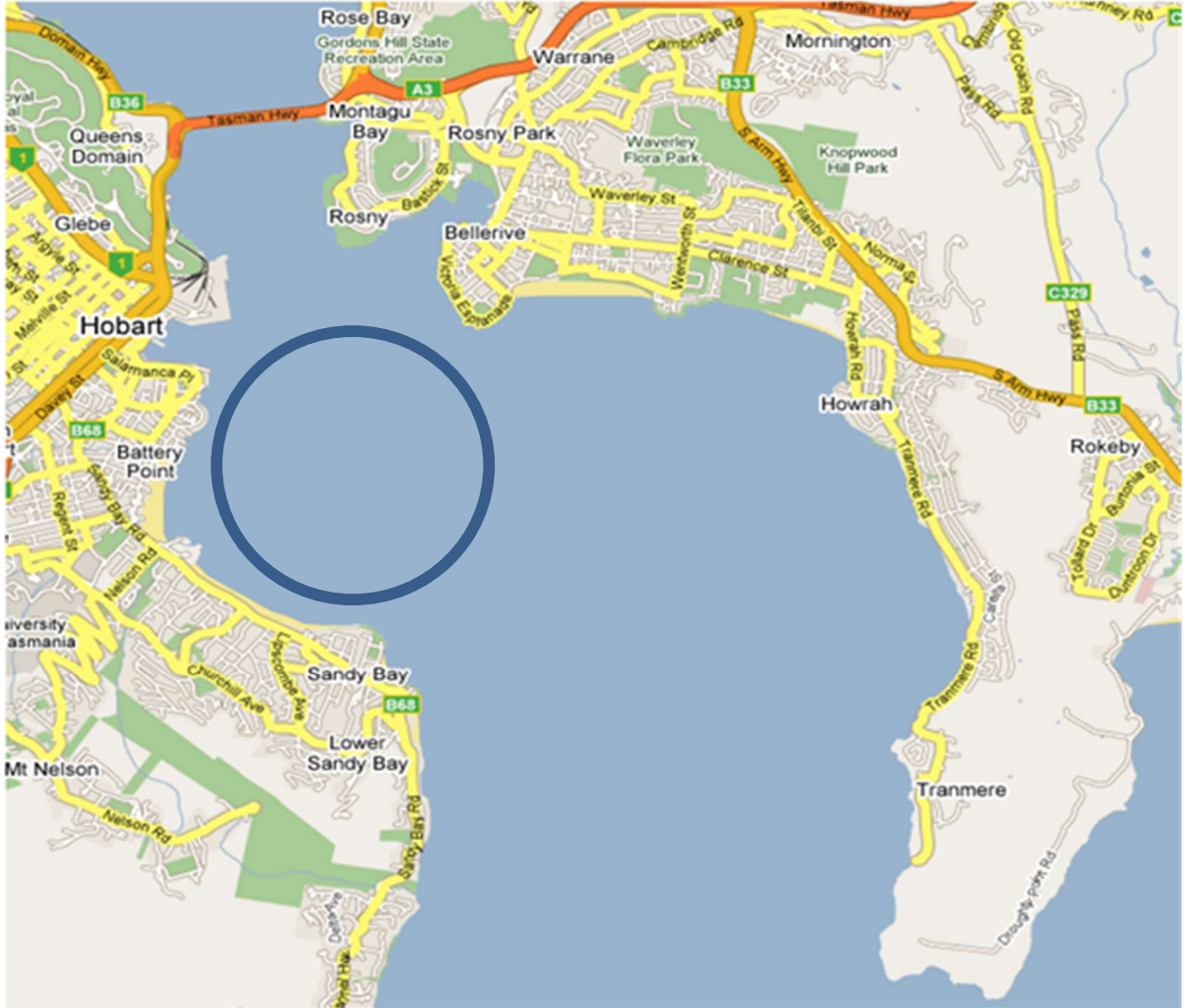
As described in NoR 9.

23 Liability

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

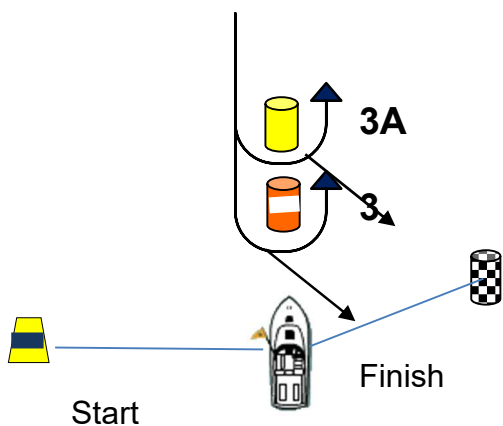
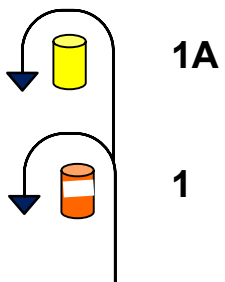
Attention is drawn to RRS Fundamental Rule 3 which states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone'.

Attachment A - Course Area



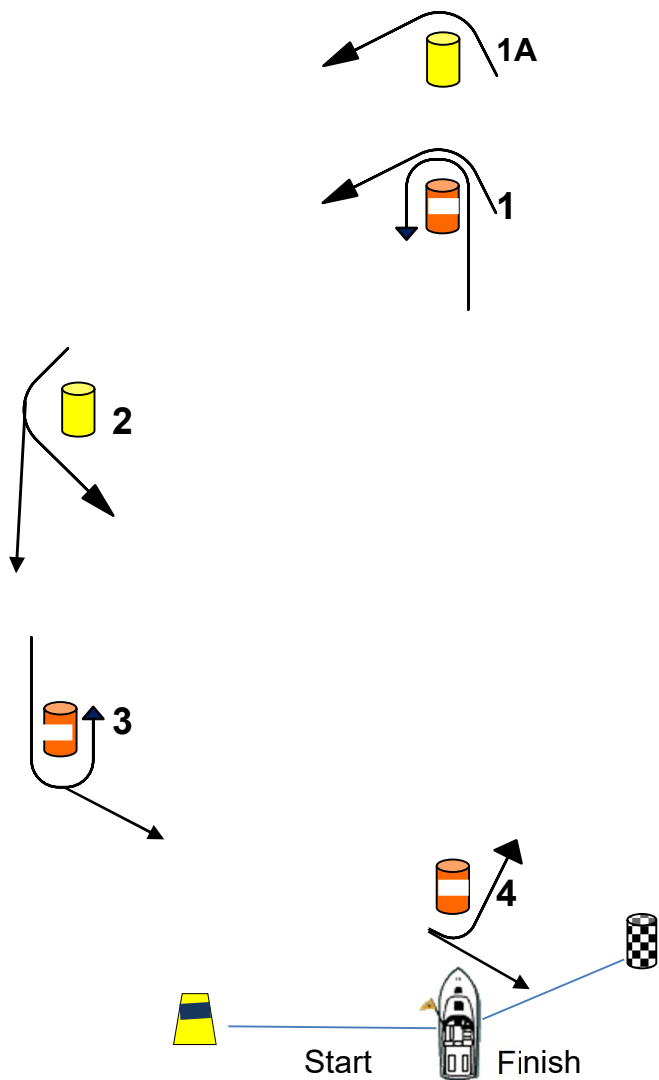
Attachment B – Courses

Course 1 – Windward/Leeward



- | | |
|----------------------|--|
| Sabot, Optimist, F11 | Start – 1 – 3 – 1 – 3 – Finish |
| ILCA | Start – 1A – 3 – 1A – 3 – Finish |
| 29er/Waszp/Moth | Start – 1A – 3A – 1A – 3A – 1A – 3A – Finish |

Course 2 – Triangle/Trapezoid



Green Fleet

Start – 1 – 2 – 3 – 4 – Finish

Optimist, Sabot, F11

Start – 1 – 2 – 3 – 2 – 3 – 4 – Finish

ILCA

Start – 1 – 2 – 3 – 2 – 3 – 2 – 3 – 4 – Finish

Sharpie Courses

Course 1:

Start – 1A – 2 – 4 – 1A – 4 – 1A – 2 – 4 – Finish (Two triangles)

Course 2:

Start – 1A – 2 – 4 – 1A – 4 – 1A – 4 – Finish (One triangle)

Attachment C – RYCT OTB Rescue Plan

Introduction

This Rescue Plan is designed to deal with all stages of rescue from single vessel capsize 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 briefing for the parties will take place prior to the Race for each Sunday race session conducted by RYCT OTB and a full briefing at the start of each sailing season.

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

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

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 (VHF) and their call-sign with the Race Committee. As a backup, a mobile phone number should also be registered.

The Course RO shall maintain lines of communication with Hobart VTS (TasPorts) 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 or Crew Safe tape, heaving lines, toelines, 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 capsize 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 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 onshore not to launch. All Race Committee and coach boats to be available to assist with rescue at the direction of the Course RO. The 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 Course RO. Overall rescue plan managed by Course RO in liaison with the Shore Patrol. Code Flag Victor (RRS37) may be displayed. If so all vessels on course will monitor VHF Ch10 for search and rescue instructions.

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 or Crew Safe tape attached to the rigging signifying that crews are safe.

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

Important

Maintenance and monitoring of Sign On and Sign 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 signoffs from retiring or finishing competitors.