

Keelboat Sailing Instructions 2024/25

The Keelboat Sailing Instructions apply to all Club races conducted solely by Hillarys Yacht Club. These Sailing Instructions do not apply to events where separate Sailing Instructions are issued. Where Supplementary Sailing Instructions conflict with these Sailing Instructions, the Supplementary Sailing Instructions shall prevail.

Abbreviations

- AS Australian Sailing
- ASSR Australian Sailing Special Regulations relating to safety requirements.
- ORC Offshore Rating Congress
- RRS The current Racing Rules of Sailing as published by World Sailing.
- [SP] Denotes a rule for which a standard penalty may be applied by the Race Committee. This changes RRS A5.
- [NP] Denotes that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)
- [DP] Denotes a rule of which the penalty is at the discretion of the race committee and may be less than disqualification.

1. RULES

- 1.1 Races will be governed by rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The Australian Sailing Special Regulations (ASSR) Part 1 will apply. Races are designated as being Australian Sailing Category 6, unless altered by these Sailing Instructions.
- 1.3 The following racing rules (RRS) are modified in accordance with RRS 86 as follows:
- (a) RRS 44.1 – Taking a Penalty – is changed for all divisions so that the Two-turns penalty is replaced by a One-turn penalty.
- 1.4 All boats shall comply with the requirements of the Western Australian Department of Transport Regulations.
- 1.5 Appendix T Arbitration will apply.

2. [SP] ELIGIBILITY

- 2.1 All persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a Sail Pass, in accordance with RRS 46. New crew members may register for a SailPass for up to 6 races - hillarysyachtclub.com.au/sailpass/.
- 2.2 Boats shall display their registered sail numbers in accordance with RRS 77.
- 2.3 [SP] Boats shall register by completing a safety audit through a Club registered auditor in accordance with ASSR Part 1, as specified in SI 6.2, and pay the series registration fee. Boats that do not comply with this requirement will be scored Did Not Start (DNS). The North Coast Series requires a separate registration as a joint regatta between HYC and ORSSC.
- 2.4 A boat may only race in the division determined by the handicapper.
- 2.5 Prior to each race, skippers shall Sign On at the pre-race briefing held ashore one hour before the scheduled start time. Emergency contact details (names and phone numbers) for each crew member must be provided.

3. NOTICES TO COMPETITORS

Notices will be posted on the official Keelboat Division Notice Board, located in Pinky's Wet Bar.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Changes to the Sailing Instructions will be posted on the official Keelboat Notice Board, as specified in SI 3, not less than 1 hour prior to the start of the race for which it will take effect.
- 4.2 Competitors are encouraged to attend the briefing for amendments. Changes to a sailing instruction may be communicated on the water before the warning signal by flying code flag "L".

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the mast on the HYC Start Tower.
- 5.2 When Flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the RRS Race Signals.

6. [SP] SAFETY REGULATIONS

- 6.1 At all times boats shall keep way of commercial shipping. If a boat is subject to a complaint reported by Fremantle Ports Authority/VTS/ Pilots or Department of Transport due to impeding the safe passage of a commercial vessel, or failing to keep clear, Race Committee will score that boat DSQ without a hearing. This changes Rule 63.
- 6.2 Boats shall comply with ASSR Part 1 Category 5.
- 6.3 All boats shall Log On by radioing the Start Team (call sign "Hillarys Race Control") or nominated Race Controller (SI 6.4) on VHF 72 and informing them of the number of people on board not less than 25 minutes before the first warning signal of the day.
- 6.4 When no Race Committee is on duty, one boat will be nominated 'Race Controller' at the pre-race briefing (SI 2.5). The Race Controller is responsible for:
 - Receiving the Log On from all boats as per SI 6.3.
 - Ensuring all boats return to safe anchorage.
- 6.5 [SP] Crew Overboard Race (COB) will be conducted under the following specific instructions:
 - The COB shall consist of a fender attached to a minimum 9-litre capacity bucket capable of holding water.
 - All boats will perform a simulated rescue of a COB on one upwind and one downwind leg at any time after the start and before the finish of the race. Care must be taken to ensure that no other boat is disadvantaged due to the COB maneuver boat initiating the maneuver will be deemed to act in accordance with RRS 44.2 (keep clear and well away from other boats).
 - In all cases, the rescue maneuver shall include one tack and one gybe.
 - [SP] Unless a boat elects to race without a spinnaker, the COB event for the downwind leg shall occur while the spinnaker is set, and after the COB has been rescued, the spinnaker shall be reset on the same leg. Boats failing to comply will be scored DSQ.
 - In each simulated rescue, if there is more than two people on board one crew member will be deemed to have fallen overboard and will not participate with the COB rescue in any way.
 - Boats must compete with a minimum of two people on board. Boats wanting to compete with only two people on board must advise the Race Committee who will allow it to compete based on the experience and capability of the crew and boat. The decision of the Race Committee will not be grounds for redress. This changes RRS 62.1.

7. SCHEDULE OF RACES

- 7.1 Scheduled race dates and start times are listed in Appendix A Keelboat Racing Calendar.

- 7.2 Any changes to the start times listed in Appendix A Keelboat Calendar will be advised electronically no later than 1800 on the day before the change is to take effect.

8. CLASS FLAGS

- 8.1 Class flags will be:

Division 1		Naval numeral 1
Division 2		Naval numeral 2
Division 3		Naval numeral 3

- 8.2 Boats shall display their division flags from their back-stay or, in the event they do not have a back-stay, from the side stay closest to the Race Committee at the start of the race.

9. [NP] RACING AREA

- 9.1 The racing area for Inshore racing is within an area bordered by Centaur Mark, Horseshoe Reef and Little Island to the west; the shoreline of Mullaloo, Hillarys, Sorrento, Marmion, Waterman and North Beach to the east; Mindarie to the north, and Centaur Mark to the south.
- 9.2 The racing area for the Ocean Series is within an area bordered by Mindarie to the north, the coast to the east, Rockingham to the south and Rottneest to the west.

10. COURSES AND COURSE SIGNALS

- 10.1 All courses are as listed in Appendices B1 and B2.
- 10.2 The course will be signaled on the Start Tower or Start Boat by displaying the corresponding code flags/pennants no later than the Warning Signal for that division.
- 10.3 Shortened Course
- Flag 'S' displayed no later than the Warning Signal means: "boats are to round the mark of the course indicated by 'sh' and proceed to the finish. Courses may also be shortened in accordance with RRS.
- 10.4 While racing, boats shall pass the red channel marker to port when outbound, and starboard when inbound. Boats shall also leave the red channel marker to port when travelling in a southerly direction and to starboard when travelling in a northerly direction.

11. MARKS

- 11.1 The permanent marks used in Hillarys Yacht Club races are located approximately at the coordinates shown in Appendix B3.
- 11.2 All marks are permanent floating orange or yellow spar buoys (HYC) or white spar buoys (ORSSC) unless otherwise stated at race briefing.

12. RADIO COMMUNICATIONS

- 12.1 Boats shall have an operational VHF radio communication apparatus on board. All race communications will be made via VHF channel 72.
- 12.2 While outside Fremantle Port Limits, boats are required to maintain a listening watch from Logging On (SI 6.3), until arrival at a pen/mooring, or until Logging Off with Race Committee or nominated Race Controller (SI 6.4). Course changes after the start will be notified by radio. While inside Fremantle Port limits, boats are required to maintain a listening watch on VHF channel 12.

13. STARTING AND FINISHING LINES

- 13.1 Boat Starting and Finishing Line
- 13.1.1 Will be between a mast displaying an orange flag on the Race Committee Boat at the starboard end and the starting mark at the port end. A clearance mark may be streamed from the Race Committee Boat when starting. This buoy is deemed to be part of the Race Committee Boat for the purpose of RRS 31 and shall be passed on the same side as the Race Committee Boat when starting.

- 13.1.2 While a blue flag is displayed from a mast on the Race Committee Boat, a boat shall not pass through the finishing line unless finishing.
- 13.2 HYC Tower Starting and Finishing Line
- 13.2.1 Will be between a mast displaying an orange flag on the HYC Start Tower and a buoy placed approximately 200 meters north of the orange flag, or the DOT mark "H" as per Appendix B3.
- 13.2.2 The start will cross the line in a Westerly direction. The Finish will cross the line in an Easterly direction including when shortened unless otherwise stated in the courses listed in Appendices B1 and B2.
- 13.2.3 While a blue flag is displayed from a mast on the HYC Start Tower, a boat shall not pass through the finishing line unless finishing.
- 13.3 South Mole Starting and Finishing Line
- Will be between the South Mole Lighthouse and FSC "B" buoy (approximately 32 03.52S, 115 44.07E).
- 13.4 Mindarie Starting and Finishing Line
- The finishing line will be an imaginary line bearing 270, extending 400m from the SOUTHERN end of the Southern breakwater.
- The Starting line will be an imaginary line bearing 270, extending 400m from the Northern end of the Southern breakwater. This line will be used in conjunction with either 14.5 GPS Timed Start, or 14.4 Gate Start.
- 13.5 Phillip Rock Starting and Finishing Line
- Will be an imaginary line running north between Phillip Rock Red Warning Beacon to South channel entrance marker beacon.

14. [SP] STARTING PROCEDURES

- 14.1 Flying Starts
- 14.1.1 Fleets will be started at 5-minute intervals in accordance with RRS 26.
- 14.1.2 RRS 29.1 shall apply.
- 14.1.3 After the starting signal the Race Committee may broadcast 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 RRS 62.1.
- 14.2 [SP] Handicap Starts
- 14.2.1 Boats will be allocated a start number. Boats shall start on or after the fall of their number as displayed on the timing light tower.
- 14.2.2 The start line is deemed 'active' when the orange on station flag is raised. Boats shall keep clear and shall not cross the active start line unless starting. This changes the AS prescription in RRS 26.
- 14.2.3 [SP] A boat starting early will be penalised by adding 2 minutes to her elapsed time, plus 1 minute for each part or full minute by which her actual starting time preceded her designated start time. No individual recall will be signaled and no boat shall restart.
- 14.2.4 Handicap starts may be coordinated using the radio.
- 14.3 Race Controller Start
- When a scheduled race start does not have a Race Committee on duty, a Race Controller shall be nominated and shall identify the Gate Start or Timed Start procedure to be used as specified in SI 14.4 and 14.5 and if boats are required to record their GPS finish time.
- 14.4 Gate Starts
- 14.4.1 The starting line will be an imaginary line between a designated start mark and the stern of a designated pathfinder boat. The pathfinder boat's sail number shall be provided to all skippers at the briefing.

14.4.2 Commencement of Starting Period

The Pathfinder boat will sail close-hauled on a port tack, passing just to leeward of the starting mark. The Pathfinder boat will display an orange flag when making the final approach for the gate start. Once the Pathfinder has passed the start mark all other boats must cross the imaginary line between the stern of the Pathfinder and the start mark on starboard tack to qualify as starters.

The Pathfinder will continue to sail close-hauled on port tack for two minutes.

The Pathfinder boat shall not be impeded by other boats during the starting period.

14.4.3 Completion of the Starting Period

Two minutes after the commencement of the starting period, the Pathfinder boat will go about onto starboard tack and then has no more immunity from other starters.

14.4.4 Late starters shall qualify by passing the starting mark on the nominated starting tack within one boat length.

14.5 [SP] GPS Timed Starts

14.5.1 The Race Controller shall nominate a time based on GPS as the race start time.

14.5.2 A boat will be deemed to have broken the start line when at least two competing boats of any division taking part in the start:

- a) raise protest flags, and
- b) advise the offending boat accordingly by hailing or radio call and, in which case, the offending boat should re-start.

14.5.3 When a boat starts before her nominated GPS start time but is not identified as being OCS at that time, then RRS 60 and 61 will apply.

15. KEEPING CLEAR

15.1 A boat whose warning signal has not been made shall keep clear of both the starting area and of all boats who are in the starting sequence.

15.2 Boats shall at all times give way to support craft identified by a green and white diagonal flag.

16. MISSING MARK

If a mark is missing or has shifted to a location nowhere near its correct position, then boats shall round the approximate position using a GPS or dead reckoning.

17. PROTESTS AND REQUEST FOR REDRESS

17.1 Protest Time Limit

Protests shall be lodged at the HYC Start Tower within 60 minutes of the last boat finishing in that division. Protests shall be in writing on forms available from the HYC Start Tower. When multiple races are scheduled, protests for previous races may be lodged within 60 minutes of the protesting boat's finishing time in the last race of the day.

17.2 If the first 3 places in a race are affected by a protest, pennants will be presented at the next presentation.

18. ARBITRATION

18.1 Rule 44.1 is changed to permit a boat that has broken a rule of Part 2, Part 4 or Rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty equal to a finishing place mid-way between the boat's actual finishing place and the score for a disqualification. Half points shall be disregarded and the points of other boats shall not be adjusted.

18.2 An arbitration hearing will be conducted for all protests lodged in accordance with Rule 61 which allege an infringement of a Rule of Part 2, Part 4 or Rule 31. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.

- 18.3 The time and place of the arbitration hearing will be decided by the arbitrator and such advice may be given verbally. One representative of each boat will attend the arbitration hearing and no witnesses will be allowed. The arbitrator will decide the manner in which testimony is given.
- 18.4 After taking testimony, the arbitrator will make one of the following conclusions:
- 18.5 The protest does not comply with Rule 61 and the protester should withdraw the protest.
- 18.6 The matter shall proceed to a protest hearing. This may be because rules not suited to arbitration may be involved or because evidence is too complex or divergent or because injury, serious damage or a significant advantage may have occurred or because of the apparent severity of the alleged infringement or for any other reason decided by the arbitrator.
- 18.7 No rule was broken and the protester should withdraw the protest.
- 18.8 A rule was broken by one or more of the boats involved, the infringing boat(s) may accept a scoring penalty as detailed above and if so accepted, the protester should withdraw the protest.
- 18.9 An arbitration hearing shall not be re-opened. The conclusion of an arbitrator shall not be subject to appeal or be grounds for redress.
- 18.10 Should the protest proceed to a protest hearing then the arbitrator may be a member of the Protest Committee. Any evidence given by an arbitrator during a protest hearing shall be given only in the presence of the parties to the hearing.

19. TIME LIMIT

19.1 Inshore Races

The time limit for the first boat in each division will be 3.5 hours or other time nominated by the Race Committee. Boats failing to finish within 90 minutes after the first boat in their division sails the course and finishes will be scored Did Not Finish (DNF).

19.2 Ocean Series Races

The time limit shall be 6:00pm or sunset as determined by the Bureau of Meteorology, whichever is earlier. All boats failing to finish by the time limit will be scored as Did Not Finish (DNF).

19.3 Skippers need to be prepared to record their own GPS finishing times as personnel may not be available to record these times.

20. SCORING

20.1 The Low Points Scoring System of RRS Appendix A as amended by SI 20.2 and 23 will apply to all Consistency, Ocean Series and other series. Appendix C to these Sailing Instructions advises the number of races to count.

20.2 The following Scoring penalties will apply. This changes RRS Appendix A4.2.

DNS, DNF, DSQ, RET 1 Point plus the number of starters

DNC 1 Point plus the number of boats registered for the series.

21. STARTERS

A minimum of three starters are required to constitute a race. A minimum of three boats are required to start in any one race before any trophy shall be awarded. Any boat that presents to sail in a division with less than three starters will start with a division nominated by Race Committee and receive average points.

22. HANDICAPS

22.1 An automated handicap and scoring system (Top Yacht software) is used for determining handicaps and keeping score of the series. All boats will be assigned a handicap at the start of the season, and this will be adjusted via a "Back Calculated Handicap" system to cater for the variances in boat performance over the season. The system is designed to ensure that it will be possible for any boat to win any race throughout the season.

The final winner of each series is the boat which has the lowest point score after any discards are applied.

- 22.2 Corrected times for the award of point scores will be calculated according to this handicap procedure.
- 22.3 Any boat wishing to sail as Jib and Main shall be constrained to this throughout a series. Boats sailing as Jib and Main may not use a spinnaker or any other flying sail (ie not continuously attached to the rigging via the luff of the sail) under any conditions.
- 22.4 Handicaps are adjusted after each race according to the following “Back Calculated Handicap” (BCH) system:
- Each boat shall have the handicap adjusted based on the median BCH of the last four results from any series or races other than the NCS series. This median Handicap determines the handicap relative to the other boats in the HYC fleet.
- The initial calculation is the Handicap of all boats in the HYC fleet is determined by the Handicapper before the first race of the new season, and each boat will then have a handicap adjusted after each race such that every boat would theoretically trend towards having the same corrected time at the next race.
- 22.5 Boats that do not race will not have their handicap altered.
- 22.6 New boats joining a division will race under a handicap determined by the handicap officer. This initial handicap will rank the new boat as faster than boats of a similar size and performance. This handicap will be revised based on the first three race results. Thereafter the normal handicap adjustments will apply.
- 22.7 It is a requirement that you advise the handicap officer of any change, such as - to keel, hull, weight of boat, changes to sails or changes to skipper/crew, which have the potential to improve their boat's performance. Failure to do so may result in a protest and/or retrospective adjustment of a boat's handicap and results.
- 22.8 Handicaps are monitored by the handicap officer and are subject to amendment as per these Sailing Instructions. Every effort is made to maintain a practical and efficient handicap system.
- 23. AVERAGE POINTS**
- 23.1 Boats representing Hillarys Yacht Club in official class State, National and International Championships, ORWA events and premier events such as Geographe Bay Race Week and Geraldton Races may apply for average points to be awarded in lieu of a Club race held on the same day. Consideration may also be given for participation in Club approved events.
- 23.2 The number of occasions for which average points may be granted is two per series where two races are held on the same weekend, and one occasion for all other series.
- 23.3 Average points will be calculated by the scoring system based on the three prior results within the same series and, if there are insufficient prior results, then the number is made up from succeeding races in which the boat is a finisher.
- 23.4 Application for average points shall be made in writing to the Race Committee via the Keelboat Racing Captain at least 24 hours before the race, detailing the alternative sailing event and reasons.
- 24. DISCLAIMER OF LIABILITY**
- 24.1 Responsibility for a boat's decision to participate in a race or to continue racing is its own (RRS 4). All those taking part in Hillarys Yacht Club races, do so at their own risk.