



Off the beach SAILING INSTRUCTIONS

2024/25 Sailing season

[DP] Discretionary Penalty

[NP] Not protestable by a competitor

1. ORGANISING AUTHORITY

Bellerive Yacht Club (BYC) Inc.

2. RULES

Will be governed by the *rules* as defined in the Racing Rules of Sailing.

3. RESPONSIBILITY

All those taking part in the scheduled races do so at their own risk and responsibility. BYC is not responsible for the seaworthiness of a boat whose entry is accepted, or the sufficiency or adequacy of its equipment.

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

4. ELIGIBILITY

Eligible boats may enter by completing registration with LSC. All craft racing shall have sail identification as specified in RRS 77 (Appendix G - Identification on Sails).

All vessels must carry \$10 million third party liability insurance.

All vessels must have tow rings.

5. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board at BYC and on the LSC website, Facebook and/or via email.

6. CHANGES IN SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the Official Notice Board at least 45 minutes before the affected race(s).

Changes to Sailing Instructions may be communicated on the water. Code Flag V shall be flown to indicate that changes are being made.

7. SIGNALS MADE ASHORE

Signals made ashore will be displayed at the flagpole at BYC.

Flag AP with two sound signals (one 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*.

8. SCHEDULE OF RACES

Races are scheduled as per the Sailing Program/Calendar. The Warning Signal for the first race will be at **1325** hours unless otherwise advised.

9. CLASS FLAG

Combined Starts

Green Fleet	-	Class Flag T
A Division	-	Class Flag J
B Division	-	Class Flag E
All Divisions (Combined Start)	-	Class Flag W

Individual Starts

Sabre Class	-	Class Flag G
Heron Class	-	Class Flag K
NS14 Class	-	NS14 Class Flag

10. RACING AREA

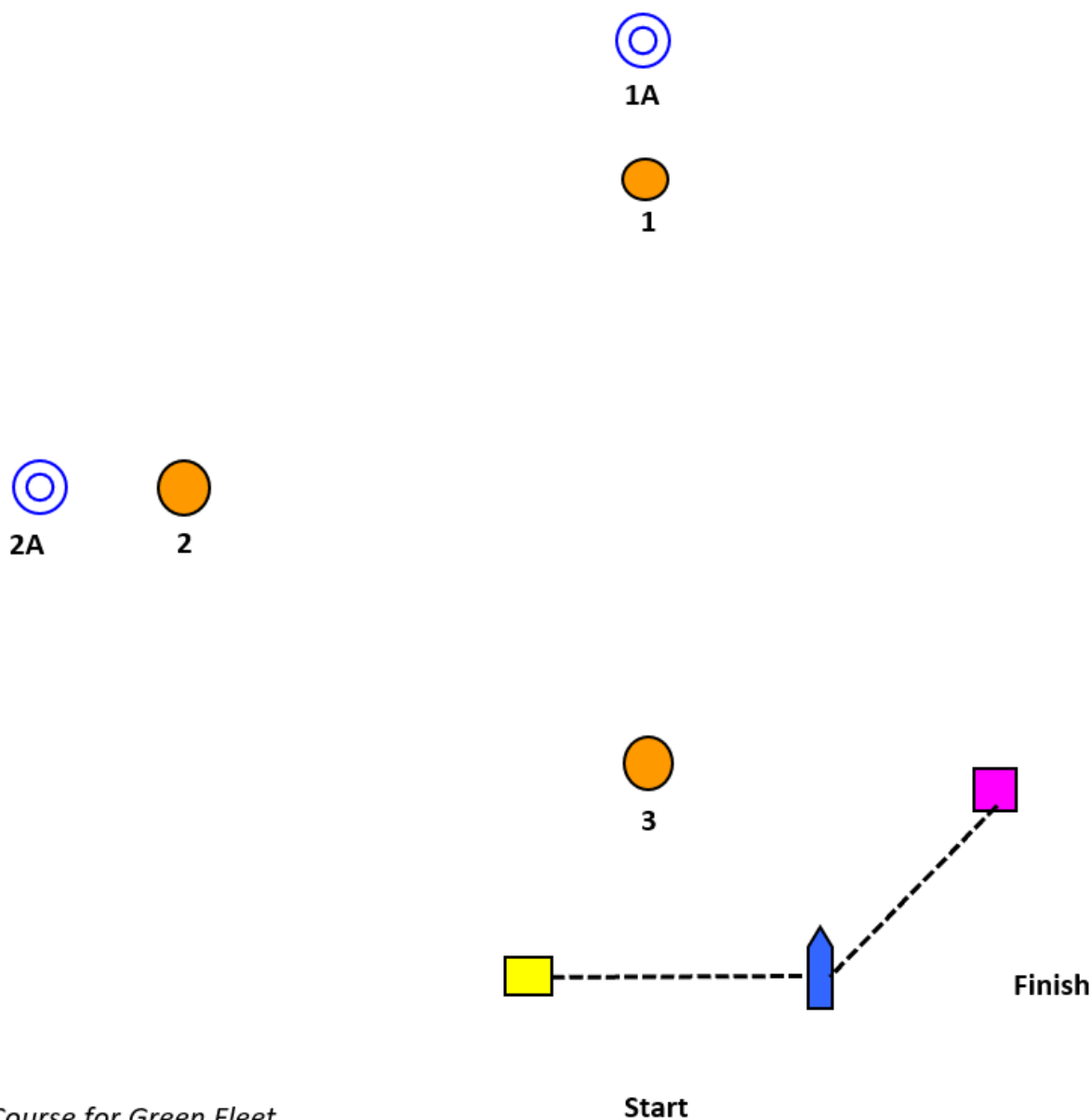
Racing will be conducted in the areas of:

- the River Derwent in the area adjacent to Rosny Point and Bellerive Bluff
- the North West corner of Bellerive Beach.

11. COURSE

COURSE #5 – (NUMERAL PENNANT 5)

Note: The course configuration shown is for a Port Hand Course.



Course for Green Fleet

Start – 1 – 2 – 3 – Finish

Course for Sabre & 'A' Division

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

Course for NS14 & 'B' Division

Start – 1A – 2A – 3 – 1A – 3 – 1A – 2A – 3 Finish

The course length will be set to enable boats to complete the course in approximately 45 minutes or 30 minutes for a short course series.

Port hand course signified by a red flag flown from the Committee Boat or a Starboard hand course signified by a green flag flown from the Committee Boat.

COURSE #6 – (NUMERAL PENNANT 6)



Note: The course configuration shown is for a Port Hand Course.



1A



1

Course for Green Fleet

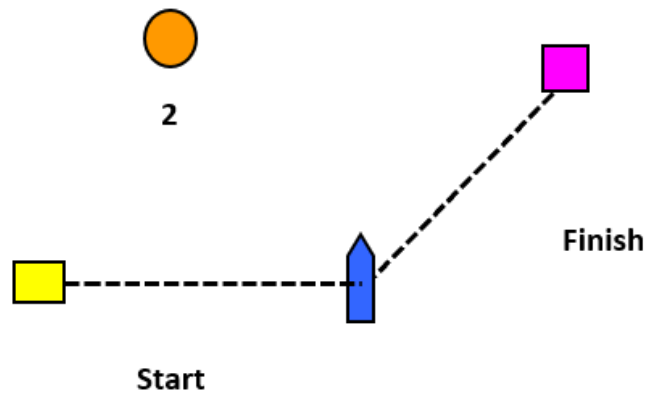
Start – 1 – 2 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 1 – 2 – 1 – 2 – Finish

Course for NS14 & 'B' Division

Start – 1A – 2 – 1A – 2 – 1A – 2 – Finish



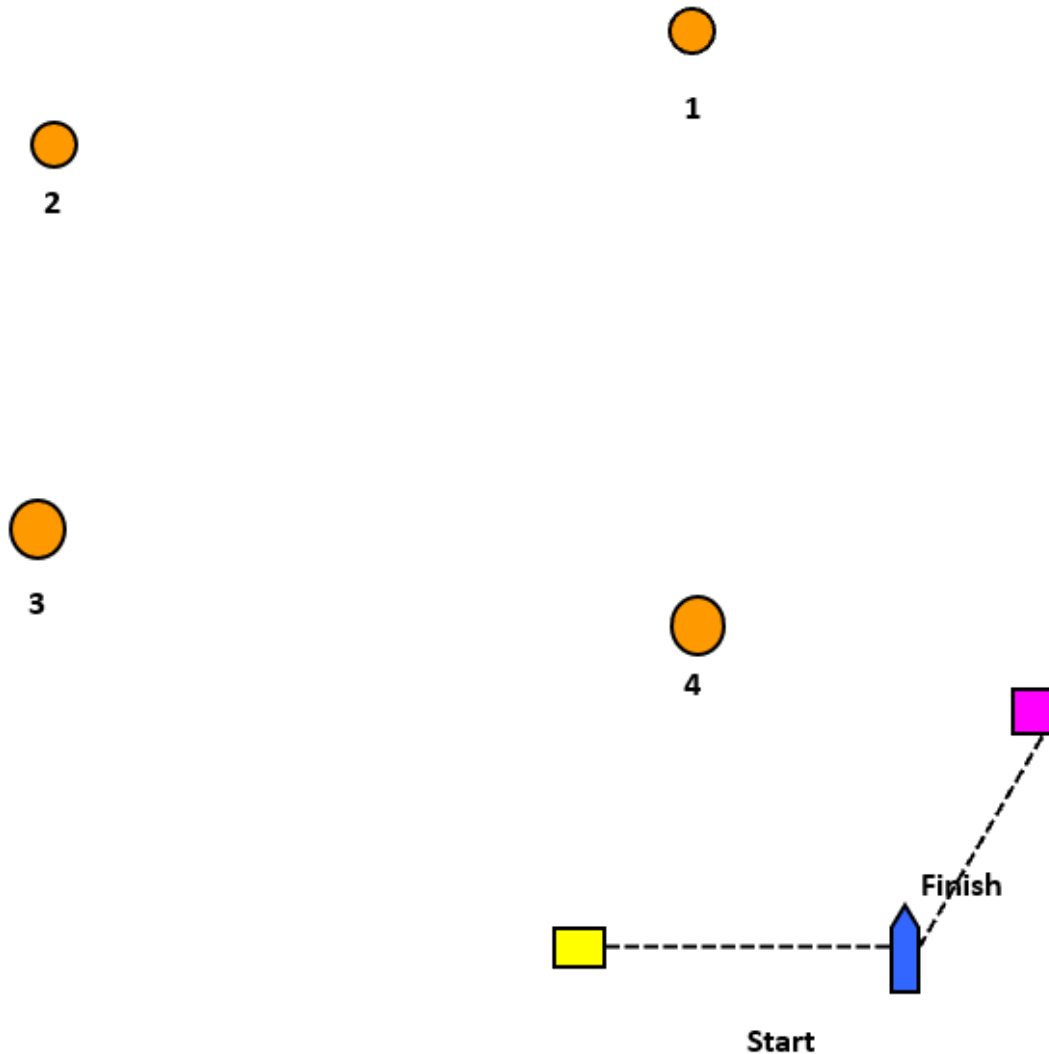
The course length will be set to enable boats to complete the course in approximately 45 minutes or 30 minutes for a short course series.

Port hand course signified by a red flag flown from the Committee Boat or a Starboard hand course signified by a green flag flown from the Committee Boat.

COURSE #2 – (NUMERAL PENNANT 2)



Note: The course configuration shown is for a Port Hand Course.



Course for Green Fleet

Start – 1 – 2 – 3 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 3 – 2 – 3 – Finish

Course for NS14 & 'B' Division

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

The course length will be set to enable boats to complete the course in approximately 45 minutes or 30 minutes for a short course series.

Port hand course signified by a red flag flown from the Committee Boat or a Starboard hand course signified by a green flag flown from the Committee Boat.

12. MARKS

Marks 1, 2 and 3 will be yellow inflatable markers. The Start flag mark will be a yellow flag. The Finish flag mark will be a pink fluorescent flag. A green distance mark may be used at the start of any race & when affixed to the stern of the start boat indicates 'keep clear'. Sailors **must not** pass between the green flag and the start boat.

If required, Change Mark 1 will be a blue inflatable mark.

13. THE START

Races shall be started by using the following signals:

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

The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end, and the starting mark at the port end.

[DP] [NP] A boat whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made.

[NP] A boat starting later than three (3) minutes after her starting signal will be scored Did Not Start. This changes Rules A4 and A5.

14. SHORTENED COURSE

The Race Officer may shorten a course by displaying Code Flag S and making two sound signals at a turning mark.

Where a course is shortened at a turning mark, competitors are to proceed around that mark in the normal way, and then proceed directly to the finishing line. The finishing line will be approximately at right angles to the last leg of the course.

Code Flag S over a Class Flag means a shortened course for that class only.

15. CHANGE OF COURSE AFTER THE START

A change of course after the start will be signalled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark. This changes Rule 33.

16. THE FINISH

The finishing line will be between an orange mast or flag of the Race Committee Boat and a pink flag mark laid in the vicinity of the Official Committee Boat, so that the finishing line is approximately at right angles to the last leg of the course.

Code Flag L when flown from a Race Committee boat at the Finish, shall mean 'Another race will start as soon as practical'. This changes *Race Signals*.

17. TIME LIMIT

The time limit for the finish of the first boat in each Class will be 60 minutes. Boats failing to finish within 15 minutes of the first boat in its Class will be scored Did Not Finish. For Short Course Mini Series, boats failing to finish within 10 minutes of the first boat in their class may be scored DNF. This changes RRS Rule 35.

18. PROTESTS

Protests shall be delivered to the race office within 45 minutes after the time of the last boat's finish for the last race of the day.

Scoring enquiries shall be made within 30 minutes of posting results.

Protests will be heard in approximately the order of receipt and as soon as possible.

Arbitration may be used before any protest hearing is held, and if so, Appendix T Arbitration of the RRS applies.

19. SCORING – PENNANT SERIES

The Low Point scoring system, Rule 90.3, will apply, modified so that each boat's series score will be the total of her race scores. When 5 or 6 races have been completed a boat's score will be the total of her race scores excluding her worst score. When 7 or more races have been completed a boat's score will be the total of her race scores excluding her two worst scores.

Ten races are scheduled in each Pennant Series, of which six races shall be completed to constitute a series. A maximum of 2 races on each day.

RRS Appendix A (Scoring) shall apply.

20. SIGN ON, SIGN OFF

Competitors shall "sign on" prior to the race and "sign off" after the race. Failure to do so may result in disqualification without a hearing. This changes RRS Appendix A Rule A5.1.

Sheets are provided in the Clubhouse. Competitors should also report to the Committee Boat to be acknowledged prior to the start of the race. Failure to do so could result in disqualification.

Boats not returning to the Clubhouse at the conclusion of a race may seek approval to sign off at the Committee Boat. Any request must be acknowledged by the Race Officer.

Yachts choosing to retire from racing and return to shore are required to notify the Race Officer or Rescue Boat Crews.

21. RADIO COMMUNICATION

A boat shall neither make nor receive radio communications or data transmissions not available to all boats. This restriction also applies to mobile telephones.

22. SAFETY PLAN

Introduction

This Rescue Plan is designed to deal with all stages of rescue from single vessel capsizes 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.

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

Radio traffic from a rescue boat involved in a rescue will have priority over other transmissions.

Members shall at all times use discretion in preserving their own safety and that of their crew when afloat.

In particular, no skipper shall sail their yacht when the RO considers that conditions are hazardous due to weather or other factors. Code Flag **N** shall be flown to indicate that sailing is abandoned.

Code Flag **N** over Code Flag **H** means the race is abandoned and all yachts are to return immediately to shore and await further signals.

Competitors shall obey directions given by the Race Committee, Flag Officers and Patrol Boat Crews.

As a general rule, races will **NOT** be started where average wind strength exceeds 25 knots, or persistent wind squalls exceed 30 knots. Lower limits may be set at the discretion of the Sailing Committee, taking into consideration wind chill factors, water temperatures, experience of participants and safety vessel crews.

Responsibility

All those taking part in a BYC race do so at their own risk and responsibility. LSC or BYC are not responsible for the seaworthiness of a yacht, whose entry is accepted, or the sufficiency or adequacy of its equipment.

No member or members of BYC or LSC, nor any other party involved with Club races, shall accept any responsibility for, any accident, injury, damage or personal loss (material or otherwise) to any yacht, participant, or third party before, during, or after any race. The safety of any yacht shall be the sole responsibility of the entrant.

Owners and/or helmsmen are reminded of the RRS Fundamental Rules 2 (Fair Sailing), 3 (Decision To Race) and 4 (Acceptance of the Rules).

Emergency Drop Off Point

Should a boat require emergency medical assistance the nominated meeting point for emergency services is Kangaroo Bay Ferry Terminal near the Waterfront Hotel unless specific alternative arrangements are notified.

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. Rescue boats will not carry spectators and will be crewed by no more than two people.

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 Committee Boats other than designated rescue boat.

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

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

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 boats to be available to assist with rescue at the direction of the Race Officer (RO). The RO to liaise with the Shore Patrol.

Level 4 - Severe, gale strength conditions

All Committee boats involved in rescue, at direction of the RO. Overall rescue plan managed by the RO in liaison with the Shore Patrol.

May involve abandoning competing boats on the course area and collecting crews in Committee 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.

Electrical storms

In the event of an electrical storm forecast, the RO should consult the weather radar to observe the track of the storm, if any, and take appropriate action, which may include postponing launching, returning to shore, continue racing or shortening courses. The RO 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 sign-offs from retiring or finishing competitors.

Race Day Briefings are an integral component of sailing and racing and shall be conducted each race day approximately 1.5 hours prior to the 1st scheduled warning signal. Briefings are intended to relay important information concerning up and coming Club involvement as well as information on the day's competition such as:

- Verifying the days competition, including course to be sailed
- Indicate starting procedure – individual, combined starts etc.
- Notify of the latest available weather forecast & tidal information
- Notify of any possible safety/interference concerns – shipping etc.
- Answer any queries, concerns, questions

All Club members, sailors and Race Committee volunteers are strongly encouraged to make their attendance at briefings a priority.

All persons taking part in all races, whether as entrants or otherwise, do so at their own risk and responsibility. Particular attention is drawn to RRS Fundamental Rule 4 Decision to Race. The BYC/LSC their executives, boards, servants and agents and all other parties involved with the conduct and organisation of the sailing season disclaim any and every responsibility for loss, damage, injury, death or inconvenience that might occur to persons or property, both ashore and/ or afloat, as a consequence of participation in the races covered by this notice of race and by the sailing instructions. BYC/LSC is not individually or collectively responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.

BYC/LSC reserve the right to refuse or withdraw any entry.