



**Townsville Queensland
5th – 7th September 2025
Hosted by Townsville Yacht Club**

SAILING INSTRUCTIONS

The notation [NP] of the sailing instructions (SI) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1** The regatta will be governed by the rules as defined in the 2025 - 2028 Racing Rules of Sailing (RRS), Special Regulations Part 1 Category 6 and Prescriptions of Australian Sailing, all as modified by these Sailing Instructions.
- 1.2** Nothing in the Notice of Race or Sailing Instructions relieves a boat of her responsibility under civil law to comply with the International Regulations for Preventing Collisions at Sea (IRPCS) or local regulations.
- 1.3** Competing yachts shall keep clear of commercial vessels at all times (see Appendix A)

2 CREW LIMITATIONS

- 2.1** Each yacht may have a maximum of one (1) male participant on board. The remaining crew must be female.
- 2.2** The helmsperson of the boat for all races must be female and a member of a club affiliated to a World Sailing recognised Member National Authority and shall be in possession of an Australian sailing number equivalent.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1** Any change to the Sailing Instructions will be posted at least one hour before the start of the days racing.
- 3.2** Changes to the Sailing Instructions made afloat will be indicated by the display of Code Flag 3rd Substitute accompanied by two sound signals. The change will be communicated orally on the designated course VHF channel.

4 COMMUNICATIONS WITH COMPETITORS

- 4.1** Notices to competitors will be posted on the official notice board located at the Anthony Street entrance to the Townsville Yacht Club.
- 4.2** Notices to competitors may also be posted via email, text message or on the Series Noticeboard in SailSys.
- 4.3** Should there be a conflict between written and electronic notices, the final electronic notification shall control.

4.4 The Race Committee may broadcast the course to be sailed, names/sail numbers of OCS boats, and/or other information of interest to competitors on the appropriate course VHF channel. The Race Committee may also transmit course information by Short Message Service (SMS). Any failure of, or defect in, such a broadcast will not be grounds for redress. This alters RRS 61.1 and 61.2.

4.5 The VHF Channel for racing will be Ch. 77.

4.6 [DP] [NP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

5 PENNANTS, BOOM STICKERS, HULL DECALS & IDENTIFICATION NUMBERS [DP]

5.1 [NP] Pennants, boom stickers and hull decals may be provided by the event sponsors. If provided, pennants shall be flown from the backstay at all times whilst racing or in the absence of a backstay, the aftermost starboard shroud, boom stickers shall be attached to the boom and hull decals shall be attached to the topsides approximately one metre from the bow. Only the Race Committee may protest for an alleged breach of this S.I. This changes RRS 60.1.

5.2 Each yacht's sail or bow number shall be registered with the TYC. Sail numbers shall be displayed at all times. Alternative sail numbers must be registered with the race committee.

6 SIGNALS MADE ASHORE

6.1 Signals made ashore will be displayed from the main flagpole at the Townsville Yacht Club.

6.2 When Flag AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

7 SCHEDULE OF EVENTS

7.1

DATE	EVENT	TIME
Friday 5 th September	Registration	1700 - 1800 hrs.
	Competitors Briefing	1800 hrs
Saturday 6 th September	Sprint Races (maximum of 4 races)	First warning 1025 hrs
	Daily Presentations	1800 hrs
Sunday 7 th September	Fixed Mark Races (maximum of 2 races)	First warning 1025 hrs
	Presentations & Social Function	Straight after last race – approx 1630 hrs

7.2 The Race Committee may make changes to this schedule at any time. Program may be swapped if wind conditions are better suited for the alternate event.

7.3 On the last scheduled day of the regatta no Warning Signal will be made after 1430hrs.

8 CLASS FLAGS

Division	Class Flag
Racing	Code G

9 COURSES AND MARKS OF THE COURSE

9.1 See Appendix B

10 THE START

10.1 The starting line: The standard starting line shall be an imaginary line between the signal mast on the committee vessel displaying an orange flag at the starboard end and a TYC buoy at the port end.

10.2 [DP] [NP] An inner limit mark (barging buoy) may be laid, in which case vessels are required to pass the inner limit mark to starboard. Such an inner limit mark might not be positioned exactly on the start line.

10.3 [DP] [NP] Before the first warning signal of the first race of the day, all competing yachts must notify the starter of their intention to start and the number of persons aboard for that race by calling the starter on the course VHF channel 77 and be acknowledged by the race committee. Any yacht not complying with this requirement may be given a scoring penalty calculated as stated in Rule 44.3(c).

10.4 A boat starting later than 15 minutes after her starting signal will be scored DNS unless contact has been made with the officer of the day prior to the starting signal.

10.5 In addition to the requirements of RRS 29, the Race Committee MAY call yachts on the designated course VHF channel.

11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

12 THE FINISH

12.1 The Finishing line will be in a similar position as the Starting area.

12.2 The Finishing line will be a line between the signal mast displaying a blue flag on the Finishing Vessel at the port end, and the finishing mark at the other end. The race committee vessel at the Finish may not be the same as the Starting Vessel.

12.3 Finish times will only be allocated to the sail number or bow number shown as a boat crosses the finish line. If the sail or bow number is not registered for this event the boat will be scored DNF for this race. This alters RRS A5.

12.4 [DP] [NP] Yachts not finishing a race shall inform the Race Committee on the appropriate course VHF channel.

13 PENALTY SYSTEM

- 13.1** For all races, rule 44.1 is changed so that the two turn penalty turn is replaced by a one turn penalty turn.
- 13.2** [DP] [NP] A boat that has taken a penalty or retired under rule 31 or 44.1 shall advise the committee vessel, the race director or the officer of the day within the protest time limit.

14 TIME LIMITS

14.1

Course	Time Limit
Sprint Races	1.5 hours or sunset whichever is earlier
Fixed Mark Races	3.5 hours or sunset whichever is earlier

- 14.2** Any boat still racing when her time limit expires will be scored points equal to the number of boats finishing within the time limit plus 30% of the number of starters, rounded to the nearest whole number, but no more points than the number of starters. Such boats will be scored Time Limit Expired (TLE). This changes RRS 35, A5.1 and A5.2.

15 PROTESTS

- 15.1** RRS 60.4 (c) (4) is changed by deleting the word “serious”.
- 15.2** Protests shall be delivered to the Regatta Office within 1.5 hours after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 15.3** Notification of the details of protest hearings will be placed on the Regatta Notice Board no later than 30 minutes after the protest time limit to inform competitors where and when there is a hearing in which they are parties to a protest or named as a witness. Representatives of boats, who are parties to hearings, and their witnesses, are advised to remain on call in the vicinity of the Regatta Office.
- 15.4** In accordance with RRS 63.5 for a breach of a Rule of RRS Part 2, the Jury may award a disqualification or a time penalty. For all other Rules the penalty shall be at the discretion of the Jury which may include no penalty.

16 ARBITRATION

- 16.1** Arbitration will be used in accordance with RRS Appendix T
- 16.2** The arbitrator may be a member of any subsequent protest panel or may observe and give evidence to the protest panel.

17 HANDICAPS AND SCORING

- 17.1** A Performance Based Handicap (P.B.H.) system shall apply i.e. a handicap system based on past performance of each yacht. The handicapper will have the right to make any adjustment to any handicaps which the handicapper sees fit.
- 17.2** Handicaps may be altered after each race.

- 17.3** The decision of the handicapper or their representative on any handicap matter will be final and will not be cause for requests for redress. This alters RRS 61.
- 17.4** Three (3) races are required to be completed to constitute a series
- 17.4.1.1** When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores.
 - 17.4.1.2** When five (5) or more races have been completed a boat's series score will be the total of her race scores excluding her worst score.
- 17.5** All race results will be calculated by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first and so on. TCFs for each yacht will be determined by the Handicap Committee and may be altered at any time.
- 17.6** Scoring will be as per RRS Appendix A.
- 17.7** Results for each race will be published in SailSys as soon as practicable after each race and can found at [TYC GaLS Regatta Results](#).

18 SAFETY

- 18.1** Yachts shall comply with Category 6 (AS Special regulations, Part 1).
- 18.2** All yachts shall carry sufficient fuel at the start of each race for two hours of motoring.
- 18.3** The Race Committee may inspect any yacht at any time for compliance with safety regulations.
- 18.4** Attention is drawn to Australian Sailing's Special Regulation 1.02 – Owner's Responsibility
- 18.5** All yachts shall comply with Maritime Safety Queensland (MSQ) regulations.
- 18.6** The committee may conduct races in a strong wind warning. They will, however, cancel should a gale warning be imminent or forecast. Owners should check their insurance coverage under these circumstances before and during the race. Competitors are reminded of the fundamental rule RRS 3 (Decision to Race) and the owner's responsibility in paragraph 22 of these Instructions.
- 18.7** It is recommended that anchors are removed from the bow while racing. However, if the anchor is left on the bow, a second strong method of attachment shall be used.
- 18.8** Any incident causing damage or serious injury to persons or vessels requires an Incident Report to be completed and submitted to the Officer of the Day and MSQ as soon as possible after racing has finished. Incident report forms will be available at the Regatta Office.
- 18.9** Any contact with "Aids to Navigation" must be reported to MSQ.
- 18.10** It is strongly recommended that a lifejacket be worn by each member of the crew at times such as, but not limited to:
- (a) When alone on deck
 - (b) When the true wind speed is 25 knots or above
 - (c) When visibility is less than 1 nautical mile.

18.11 A lifejacket must comply with AS4758-2015 (minimum Level 50) or AS1512-1996 Type 1 or Type 2, or equivalent or more stringent overseas standard. On a boat without lifelines complying with Special Regulation 3.12, a lifejacket complying with Special Regulation 5.01.1(i), shall be worn by each member of the crew while on deck.

19 RACE COMMITTEE VESSELS

19.1 Race Committee vessels will display the TYC GaLS Regatta Flag when on station.

20 GARBAGE

20.1 The disposing of non-biodegradable waste from a competing vessel is not permitted. A successful protest based on this rule will result in disqualification of the offending yacht.

21 PRIZES

21.1 Prizes or trophies will be awarded for 1st, 2nd and 3rd places for each race on corrected time, as well as 1st, 2nd and 3rd overall for the Regatta. Prizes or trophies may be awarded for 'Outstanding Seawomanship'

21.2 Trophies will be presented at a ceremony at the Townsville Yacht Club as soon as practicable after each day of racing.

22 RESPONSIBILITY

22.1 All those taking part in these races do so at their own risk and responsibility. Neither Townsville Yacht Club Inc. nor any other club or company connected with the organising of these races is responsible for the seaworthiness of a yacht whose entry is accepted, nor for the sufficiency or adequacy of its equipment. Owners shall accept full responsibility for the seaworthiness and safe navigation of their boats and competence of their crews.

22.2 Yacht owners, skippers and crew should be aware that there may be uncharted obstacles under the waters on which races are held. Such uncharted obstacles include reefs, bomboras and rocks which could be a danger to yachts and crews. Townsville Yacht Club Inc. accepts no responsibility for any damage to or loss of any yacht or for injury to or death of any crew person which may occur as a result of a collision with any underwater obstacle. All participants compete in races at their own risk.

22.3 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".

23 INSURANCE

23.1 All racing yachts shall supply a copy of their current racing insurance policy before entering any race. All boats competing in any event organised by TYC shall have race cover appropriate to the distance of race you are entering and provide at least \$10 million of public liability. The insurance policy **must** be issued by an agency or underwriting agent that is licensed to operate in Australia under the Australian Prudential Regulation Authority (APRA).

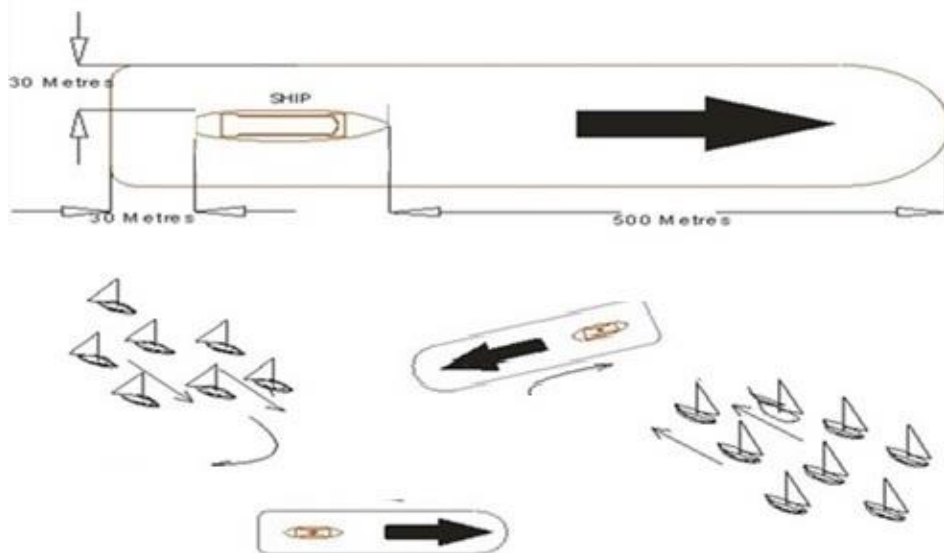
24 DEFINITIONS

24.1 Where words or expressions are used in these Sailing Instructions and they are defined in the RRS, those words or expressions shall have the same meaning as attributed to them in the RRS.

APPENDIX "A"

A1. Commercial Shipping

Boats shall not interfere with commercial ships at any time including when not racing. The Sea Channel and Platypus Shipping Channel are Ship Activated Exclusion Zones and are considered Prohibited Water (obstruction) when activated. Commercial ships are deemed to have an exclusion zone of 30 metres each side, 100 metres astern and 500 metres ahead of the bow. Commercial ships may be escorted by a Pilot vessel. Competing boats shall not obstruct escort vessels, cause it to move station or collide with them. Competing boats shall obey all instructions of the escort vessel and shall not pass between the ship being escorted and the escort vessel. Complying with an instruction of an escort vessel shall not be grounds for redress under RRS 62.



The Magnetic Island passenger and vehicle ferries whilst traversing between Townsville and Magnetic Island are deemed to have an exclusion zone of 30 metres astern and each side and 150 metres ahead of the bow.

The ferries have priority entry and exit from Nelly Bay Harbour.

Any boat observed by the Race Committee to breach these requirements or against whom a complaint is received from Townsville Port Authority, or the Master of a commercial vessel may be subject to action by the Race Committee or Protest Committee under RRS Part 5, Section A.

The commercial route for the ferries is illustrated below:



A2. Queensland Marine Safety Regulations

In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

What this means is that if you're about to be involved in a collision, having stood on or give way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.

When closing any vessel ensure you remain within sight of the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct the line of sight. Your vessel may disappear inside 500m from the bows of large ships.

A boat in a shipping channel that cannot manoeuvre safely, and is in danger of hindering a commercial shipping, shall use her engine to clear the shipping. Engine use must be logged and lodged with the Race Committee after finishing the race. The Race Committee will decide what action will be taken (if any). This alters RRS 42.

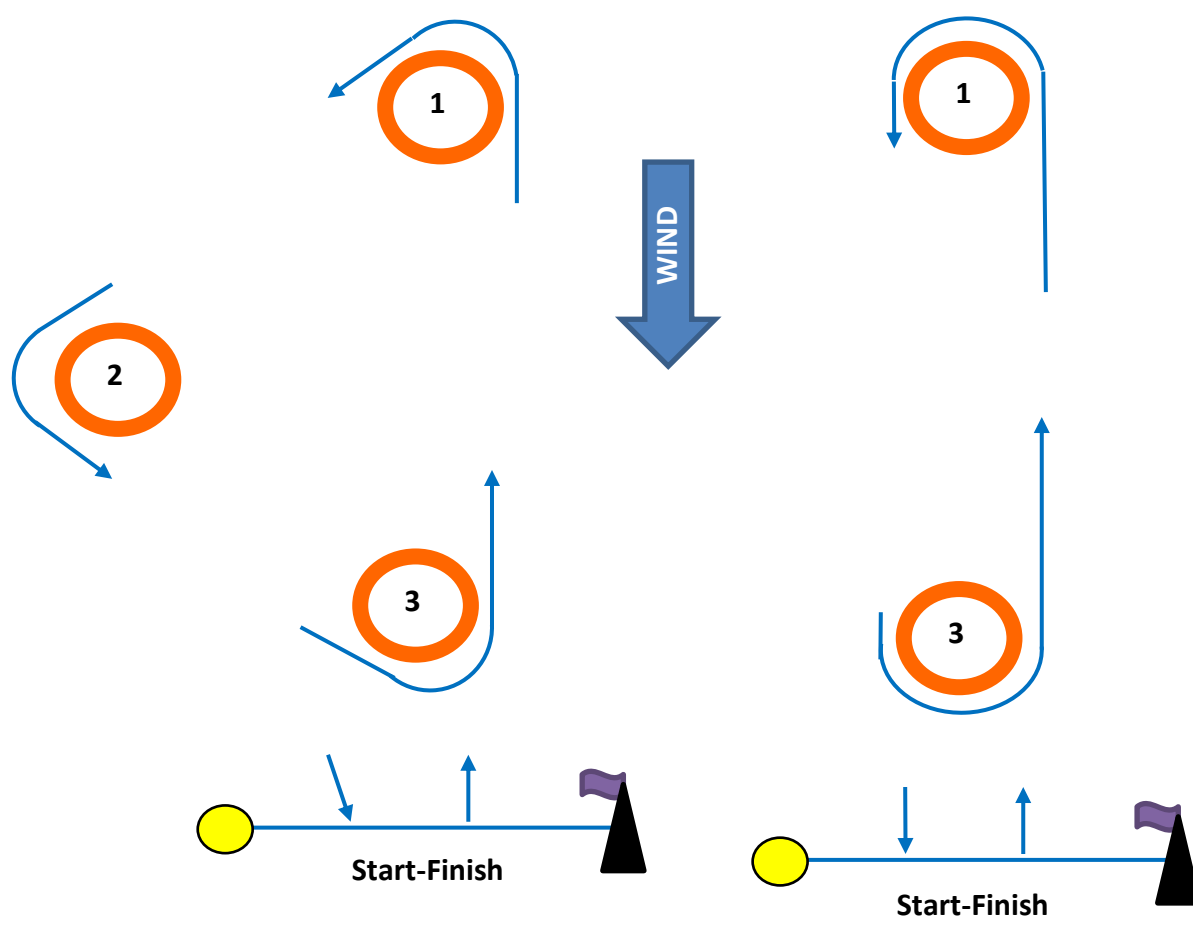
All Skippers are reminded of their responsibility under rule 9(b) of the IRPCS, (b) "A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway."

Shipping Sound Signal Meanings:

- | | |
|------------------------------------|---------------------------------------------------------------------------------------------------------------|
| One short blast | - <i>I am altering course to starboard.</i> |
| Two short blasts | - <i>I am altering course to port.</i> |
| Three short blasts | - <i>I am operating engines astern.</i> |
| Five (or more) short blasts | - <i>I am unsure of your intentions, and I doubt whether you are taking enough action to avoid collision.</i> |

APPENDIX "B"

COURSES



COURSE	COURSE	MARKS
L1	Start – 1 – Finish	<p>Marks 1, 2 & 3 Orange & white inflatable</p> <p>Start/Finish Small yellow inflatable</p>
L2	Start – 1 – 3 – 1 - Finish	
L3	Start – 1 – 3 – 1 – 3 – 1 - Finish	
T1	Start – 1 – 2 – Finish	
TL2	Start – 1 – 2 – 3 – 1 - Finish	
T2	Start – 1 – 2 – 3 – 1 – 2 - Finish	

APPENDIX B Contd.

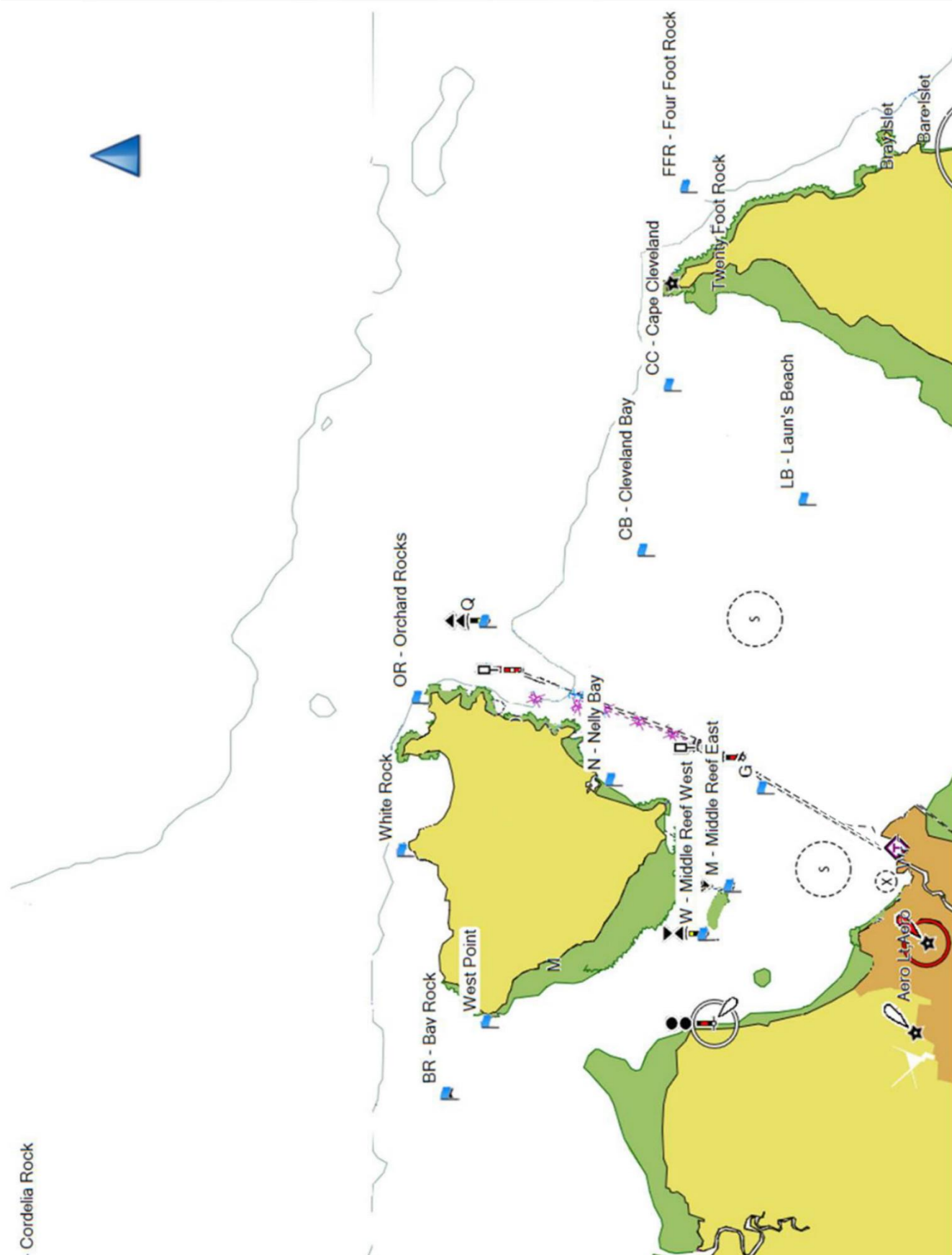
FIXED MARK COURSES

A selection of fixed mark courses will be set based on forecast weather conditions. The course will be notified to competitors no later than two hours prior to the start.

Fixed marks which may be used to set a course are defined as follows:

BR	Bay Rock
CB	Cleveland Bay. Waypoint at GPS position 19o 10.530' S, 146o 55.76' E.
CC	Cape Cleveland. Waypoint at GPS position 19o 11.000' S, 146o 58.960' E.
G	TYC Special Purpose Buoy adjacent to P7
LB	Laun's Beach. Waypoint at GPS position 19o 13.400' S, 146o 56.750' E.
M	Eastern Middle Reef Beacon
N	Eastern cardinal mark in Nelly Bay
Q	North Cardinal Beacon
W	Western Middle Reef Beacon

- Cordelia Rock



APPENDIX C



TOWNSVILLE YACHT CLUB SAILING CODE OF CONDUCT

This code of conduct is to be read in conjunction with and in addition to the Townsville Yacht Club (TYC) Participation Rules, Safety Declaration, release and Indemnity and Acceptance of conditions for any event.

Behaviour of Skipper, Crew and Guests

It is the responsibility of all Skippers to ensure that they, their crew and their guests conform to this Code of Conduct at all times during their participation in any TYC event.

All participants in TYC events shall conform to the high standards of social behaviour which are customary and traditional at sailing events.

The following behaviour is considered inappropriate and will not be permitted during TYC events:

- Participation in any illegal activity
- Swearing, abusive language or aggressive behaviour towards another participant or official
- Excessive noise which may result in the disturbance of other participants, other marine users or members of the public
- The display of any material, signage and/or wearing of any article of clothing bearing offensive, profane, suggestive or improper words or designs.
- Dangerous operation of a vessel
- Unsportsmanlike behaviour

Responsible Service of Alcohol

A legal alcohol limit applies to all skippers on the water.

It is the responsibility of the skipper to maintain responsible service of alcohol on board his/her vessel and to keep crew and guest's alcohol levels at a safe and responsible level both on and off the water.

Environmental Protection

The environmental protection of our harbour and waterways is of vital concern to the TYC and littering or discharge of waste material from a vessel is strictly forbidden.

Enforcement

Complaints and/or reports associated with this Code of Conduct may be referred to the Officer of the Day for consideration and, if applicable, disciplinary action.