



ORSSC Sea Sports Club Sailing Instructions

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1 Rules

1.1 General

All races shall be conducted under the “Racing Rules of Sailing” (RRS) as prescribed by World Sailing, except for any rules amended by these sailing instructions and or sanctioned by a properly convened meeting of the Ocean Reef Sea Sports Club (ORSSC) Sailing Section and included in such minutes.

1.2 Classes

Any yacht participating in ORSSC races that belongs to a specific recognised class of yacht will in addition to these rules abide by its class rules. Where a conflict in rules exists the ORSSC rules will take precedence. The rules laid out in these instructions will vary for catamaran and dingy classes which are covered by separate sailing instructions.

1.3 Special & Long Races

Additional supplementary race instructions will be issued for special and long races organised by the ORSSC.

2 Responsibility and Liability

- 2.1 All those taking part in events conducted by the ORSSC do so at their own risk. The ORSSC is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment.
- 2.2 The ORSSC reserves the right to refuse an entry without qualification or appeal.
- 2.3 Attention is drawn to the RRS Fundamental Rules, Part 3 which states “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

3 Race Committee

- 3.1 Where referred to in these instructions the Race Committee will consist of:
 - Rear Commodore Sailing
 - Sailing Captain
 - Safety Officer
 - Race Management
 - Officer of the Day
- 3.2 The chairperson of the Race Committee with the deciding vote (if required) will be the highest-ranked officer from the list above.
- 3.3 If there are insufficient volunteer starters the Officer of the Day will be required to provide race management support as needed.
- 3.4 If due to requirements under paragraph 3.3 the Officer of the Day’s yacht is unable to compete on the day the yacht will be classed as a starter and awarded its average points for competing in that series.
- 3.5 The Office of the Day has the following duties:
 - Set the course for the day's race, having reviewed that all marks are usable for the course being considered, and advise the race management team of any alterations or changes to the course for the day's race at least 2 hours before the scheduled start.
 - Display the course number flags and any additional flags required on the start box, and on any flag or signalling pole in use.
 - Ensure the race management computer is set up correctly for the race.

- Ensure the sign-on sheet has the race number, the course number, and the date, and that it is available for skippers and crew to sign on 2 hours before the scheduled race starts.
- Ensure all course flags or signals and the start box are secured and shut after the race completion
- Host the prize giving presentation unless organised with someone else to host the presentation.

4 Eligibility to Compete

- 4.1 At least one person on any vessel shall be a financial member of the ORSSC.
- 4.2 Visiting skippers/yachts may take part in races with the permission of the Race Committee. Visiting skippers will not be eligible retrospectively for club consistency points if they become financial members of the ORSSC.

5 Nominations to Race

- 5.1 Competitors shall nominate (by “signing on”) on the form at the clubhouse no later than 30 minutes before the scheduled race start time unless using the SMS signing-on procedure outlined in 5.2
- 5.2 Competitors who are unable to sign on at the clubhouse due to joining the race from another location can nominate by sending an SMS to Race Management no later than 30 minutes before the scheduled race start including the number of persons on board, as well as the first name, last name and emergency contact for each person on board.
- 5.3 All competing yachts must complete a compulsory Radio Check to race management before the start. When doing so the following details shall be supplied:
 - Yacht name
 - Sail number
 - The number of persons on board
- 5.4 Late nominations will not be accepted.
- 5.5 Special racing events and long race nominations may be covered by separate racing instructions.

6 Start Number Requirements

- 6.1 For a race to occur under these instructions there must be a minimum of five (5) yachts nominated for the race. In the absence of 5 entrants, the race will be cancelled.
- 6.2 At the discretion of the Race Committee, a fun race may be run with less than five entrants but the race will not count towards any scoring for series points or club consistency awards and PHS handicaps will not be adjusted following the race.

7 Safety Requirements

- 7.1 These rules apply to the area bounded by Centaur Cardinal Mark, Three Mile Reef and the Alkimos Wreck. Safety requirements for all other events outside these boundaries will be covered by supplementary instructions for the race.

- 7.2 All yachts must comply with the appropriate Safety Regulations as prescribed in the current Australian Sailing Special Regulations Part 1 for Racing Boats (ASSR-Part1) and as required by the Boating Rules & Regulations published by the Department of Transport.
- 7.3 For races conducted inside the boundaries designated above, yachts are required to conform to a minimum of Category 6 as stipulated in the ASSR-Part1.
- 7.4 No inspections are required for Category 6 however, the Race Committee reserves the right to inspect and disqualify non-complying yachts.
- 7.5 All competing yachts must have an operating motor. For motors in the form of outboards, these must be fixed in their operating position ready for immediate use. The unit may be raised out of the water whilst sailing but shall remain fixed to its mounting bracket at all times. Failure to observe this requirement can be grounds for protest by other competitors and or the race committee. The penalty is disqualification from the race.
- 7.6 Rescue vessels shall have right away at all times. Any competitor going to the assistance of another yacht may, under RRS rule 1.1, have a claim for redress under RRS rule 62.1.
- 7.7 All yachts shall have installed an operational VHF marine transceiver. Radio communications must be made with the ORSSC Race Control for a “radio check” no later than 10 minutes before the first scheduled race. The radio shall be left on and audible for the duration of the race. Failure to comply with the above may lead to a protest by the race committee and disqualification from the race.
- 7.8 All persons on board a yacht participating in an ORSSC race shall wear an approved PFD type 2 or better. Failure to comply will result in disqualification from the race.
- 7.9 All yachts shall have a means for recovering a swimmer man overboard

8 Changes to Sailing Instructions

- 8.1 Changes in sailing instructions, approved by the race committee, will be posted with the sign-on book at least one hour before the start of any event.
- 8.2 In the event of a change to sailing instructions (by the decision of the race committee) within one hour of the start, due to unforeseen circumstances such as a safety issue or a missing mark of the course, the change will be communicated to each yacht via radio communications from the ORSSC starters.
- 8.3 Procedures for changes to sailing instructions for special/long races with a start away from Ocean Reef Marina will be detailed in the supplementary race instructions for the particular event.

9 Courses

- 9.1 Courses as per Appendix A will be indicated on the sign-in sheet and by the display of the appropriate numeral pennant on the front wall of the starting box.

10 Marks

- 10.1 The permanent course marks used by ORSSC are located approximately as per Appendix B.
- 10.2 All marks are either spar marks or DOT buoys. Due to the effect of sea and weather conditions, the positions of these marks may change. Hence the ORSSC cannot and will not guarantee the locations of its marks.

- 10.3 In the event of a mark being lost the race committee may replace it with a temporary day buoy or nominate a nearby DOT buoy to be used. The use of a day buoy or a DOT buoy will be indicated via a change of race instructions as outlined in section 8.

11 Starting Line

- 11.1 The Starting Line is a line between the south wall and the start mark that is in line with the start box (immediately behind the signal lights on the ocean side of the clubhouse) or a mast mounted with starting lights (when built) on the south wall and the start/finish buoy.

12 Starting Procedures

- 12.1 All races will (except as outlined in paragraph 12.2) be started using illuminated numbers, displayed either on the front of the starting box or on a mast mounted with starting lights (when built) on the south wall.
- 12.2 In the event of failure of the illuminated numbers, the start(s) will be controlled by the race control using a 2-way radio. The start sequence will be called following current rule 26 of the RRS with 5-minute, 4-minute and 1-minute warning signals preceding the starting signal.
- 12.3 For flying starts, illuminated lights will count down in 1-minute intervals. The start times are indicated by the following numbers:

Signals	Illuminated Lights
5 Minute	5
4 Minute	4
3 minute	3
2 minute	2
1 minute	1
Start	0 Drops

- 12.4 For handicap starts each yacht will be allocated a starting number whose starting signal is when the given number changes to the next lowest number. The allocated numbers will be displayed on a sheet with the “signing on” sheet. Those yachts nominating via SMS may request their starting number from the race controllers.
- 12.5 For Automated Handicap Starts A 40-minute countdown timer will be displayed on the lights from approximately 9.50 am.
- 12.6 If any yacht(s) breaks the line (On the Course Side or OCS of the starting line) an individual recall will be identified via the illumination of a red light. The red light will remain on until the yacht(s) returns to restart via sailing to the seaward side of the start mark or 5 minutes after the designated start time.
- 12.7 If there is a need for a general recall of a whole fleet (for example, the starter’s inability to identify all early starters) two sets of red lights will be displayed for 5 minutes. The fleet subject to recall will be started after the last fleet scheduled to start via the 5-minute preparatory signal and count down as per paragraph 12.3.
- 12.8 Any yacht(s) that breaks the start line during the countdown period and does not return to the correct side of the line, by sailing around the seaward side of the start mark, and not re-crossing the line within the start time limit (12.10) will be classed by the starters as OCS and classified as a non-starter.

- 12.9 Yachts whose warning signal has not been made shall keep clear of the starting area and of all yachts whose preparatory signal has been made.
- 12.10 “Dip” starts are not allowed and yachts will be classed as OCS and indicated as such under paragraph 12.6 and subject to paragraph 12.8.
- 12.11 A yacht shall not start more than 30 minutes after its starting signal.
- 12.12 Race starts may be postponed by the decision of the race committee. Postponement of a race will be via the illumination of the number **99**. The maximum postponement time will be one hour. There will be a minimum of one minute between the cancellation of the postponement signal and the illumination of the 5-minute warning signal.
- 12.13 A race may be abandoned by the decision of the race committee or in the case of the wind strength gusting more than 30 knots by the ORSSC starters. Abandonment will be via the illumination of number **77** and will be supplemented via radio communication from the ORSSC starters.
- 12.14 If a race is abandoned after a start then each boat that has started will be scored one point more than the number of boats that started that race, all other boats shall be scored as per their status on the day.
- 12.15 Other than paragraph 12.13 a race may, at the discretion of the race committee, be cancelled. This may be due to unsuitable weather, sea conditions, forecasts or any condition or situation the committee warrants. For summer series races, cancelled races will not be re-programmed. For winter series races, if the programme permits the race may be rescheduled to the next Saturday.

13 Time Limits

- 13.1 A time limit for all races will be 3 hours for any yacht to finish from the start signal. Once any yacht has finished within the time limit all other yachts to be classed as a finisher must complete the course within 90 minutes of the time limit or sunset, whichever is the earliest.
- 13.2 Yachts failing to finish within the time limit will be classed as Did Not Finish.

14 Shorten Course

- 14.1 In the event of insufficient wind to finish the race within the time limit the starters, in consultation with the Race Committee, may shorten the course, within the time limit, at an appropriate mark of the course. This decision will be broadcast to all yachts via radio advising them of the last mark of the course.

15 Finishing Line

- 15.1 The Finishing Line is the same as the starting line.
- 15.2 Yachts shall not cross the finishing line unless finishing. Yachts noted as contravening this rule by the starters will be disqualified.
- 15.3 Yachts disqualified under rule 15.2 shall be notified as soon as practical by the starters however may protest the decision under paragraph 16 of these instructions.

16 Rule Infringements

- 16.1 Rule 44.1 of the RRS applies. (720-degree turn).

- 16.2 Infringements under rules 12 and 15 above may be lodged by the starters.
- 16.3 Protests shall be lodged in accordance with rule 61 of the RRS in writing to the official starter on forms available from the starters within 60 minutes of the protesting yacht finishing.
- 16.4 Yachts not launched or retrieved at Ocean Reef Marina may notify the starters via radio of their intention to protest. A written form should be submitted as soon as possible but within 2 hours of finishing.
- 16.5 As far as possible all protests shall go to mediation. The race committee will appoint a mediator. One representative of each boat shall attend the mediation hearing and no witnesses shall be allowed. Mediation hearings will be held after the protest is lodged and before the protest hearing.
- 16.6 Should the protest proceed to a hearing the race committee will appoint a chairperson who will convene a panel and hearing.
- 16.7 If a protest might affect the presentation of pennants and the hearing has not been concluded by presentation time the presentation of pennants may be postponed until the first available presentation after the protest hearing result.

17 Handicaps

- 17.1 New and visiting yachts will be awarded a handicap at the handicapper's discretion. This will be adjusted after the completion of the yacht's first three races for a personal club handicap based on its average results for those races.
- 17.2 A yacht that changes ownership within the club will be classed as a new yacht for handicap purposes.
- 17.3 Any change to a yacht's available sail inventory that results in a change to the maximum size of a given type of sail shall be advised in writing to the handicapper. The advice must indicate the sail type and size change.
- 17.4 Failure to provide advice under paragraph 17.3 may be subject to a protest by the handicapper. If the protest is proved the race committee will decide the penalty.
- 17.5 The handicapper will after the results of each race are known adjust each yacht's handicap in line with the scaling approved by a properly convened meeting of the ORSSC Sailing Section and included in such minutes.

18 Handicap Starts

- 18.1 For handicap starts each yacht will be allocated a starting number by the handicapper.
- 18.2 The starting numbers will be displayed on the sign on the notice board no later than one hour before the highest starting number is displayed. Yachts not launching at Ocean Reef Marina may request their starting number from the starters when performing their radio check with the starters.
- 18.3 Each yacht's starting time will be when the given number changes to the next lowest number.

19 Results Scoring Systems - Consistency Points

- 19.1 Scoring for club consistency awards shall comply with Appendix A (Low Point System) of the RRS
- 19.2 For club consistency awards it is the combination of the yacht and owner that scores points, regardless of who skippers the yacht.

19.3 The number of races to count in consistency awards will be the total of the series less one (1) for the Winter, Spring or Summer Series. Should one race or more be cancelled, no races will be dropped in calculating the consistency awards.

19.4 Results Scoring Systems - Consistency Points

Finishing Place	Points
First	1
Second	2
Third	3
Fourth	4
Fifth	5
Each place thereafter	Add 1 point
DNS	1 point more than number of boats in the start area
OCS	1 point more than number of boats signed on for the race
DNF	1 point more than number of boats signed on for the race
RET	1 point more than number of boats signed on for the race
DSQ	1 point more than number of boats signed on for the race
DNC	1 point more than number of boats in the series

19.5 The Start Area definition for DNS points to be applied is; Yacht in the water, all signed-on crew aboard and radio check completed.

19.6 The annual club consistency award shall be awarded to the boat with the lowest point score attained by combining the final point score from each of the series raced. The individual series awards shall be awarded to the boat that has attained the lowest score in that series.

19.7 Race Cancellation – In the event a race is cancelled on the morning of the race, yachts who have signed on and have their crew in readiness to race from either the club or in other marina locations shall be scored as an "RNS". A boat scored as an RNS (Race Not Started) by the race committee shall be given a score equal to one point more than the number of boats signed on for that race.

Appendix A

Mark Abbreviations		
C = Club	M = Mullaloo	N = North
E = East	S = South	T = Threemile
P = Pinnaroo	W = West	

No.	Wind	Course Marks
1	SW	S W C S W C W N Finish (all Starboard) 8.40 NM
2	SW	S W C S C S W N Finish (all Starboard) 9.00 NM
3	SW	S W S W C S W N Finish (all Starboard) 9.00 NM
4	W	N T S C W C W C Finish (all Port) 8.95 NM
5	S	M W N M N Finish (all Starboard) 8.45 NM
6	SE	C W C S W C S W N Finish (all Starboard) 8.80 NM
7	E	N T C W C W C Finish (all Port) 8.30 NM
8	NE	N S C W S C S Finish (all Port) 8.85 NM
9	NW	N W M W S C W C Finish (all Port) 9.40 NM
10	S	P C P W N Finish (all Starboard) 9.40 NM
13	SW	P S C S C S W N Finish (all Starboard) 9.00 NM

Appendix B

Mark Locations

These are approximate only and are not to be taken as fixed.

Mark	Latitude	Longitude	Lat	Long
C (Fish)	31° 46.890 S	115° 43.470 E	-31.76483	115.72450
E (Fish)	31° 46.785 S	115° 43.578 E	-31.77976	115.72630
M (8Kn)	31° 47.148 S	115° 43.797 E	-31.78581	115.72995
N	-31° 44.860 S	115° 42.855 E	-31.74767	115.71425
P	31° 47.770 S	115° 43.200 E	-31.79617	115.72000
S	31° 46.765 S	115° 42.707 E	-31.77942	115.71178
T	31° 45.786 S	115° 41.780 E	-31.76280	115.69633
W	31° 45.722 S	115° 42.585 E	-31.76203	115.70975
Start (8Kn)	31° 45.768 S	115° 43.356 E	-31.76280	115.72260
Start Box	31° 45.562 S	115° 43.666 E	-31.75937	115.72777