

7. Sailing Instructions

7.1. Rules

All races/events are governed by the rules as defined in section 6.3 of the NoR, amended as follows:

- **RRS 34** (Missing mark) – replace this rule, as per section 7.7.1 below
- **RRS A5** (Score determined by the Race Committee) - amended as per section 7.9.2 below
- **RRS 29.2** (General recall) and Race Signals (inside front cover) – amended as per section 7.9.5 below.

7.2. Changes to Sailing Instructions

Any change to the sailing instructions will be communicated as follows:

- **If made >24hrs before the scheduled warning signal** - owners will be notified by the OA by email, or
- **If made <24hrs before the scheduled warning signal** - 'Code flag L' will be displayed on the Committee Boat and the changes will be broadcast on the Race Channel (or given orally by any other means as per RRS 90.2(c)).

7.3. Communications

7.3.1. By Race Committee with boats

The official noticeboard for each race will be advised by the respective OA in the SSI's. A link may be provided on the ORWA website to the OA's official race notice board.

On the water, the Race Committee intends to monitor and communicate with boats on the Race Channel.

7.3.2. By boats with Race Committee

On the water, boats shall communicate with the Race Committee on the Race Channel, as follows:

Communication	Detail
Pre-race check in	<p>Prior to the first warning signal, each boat shall contact Offshore Race Control on the Race Channel:</p> <ul style="list-style-type: none"> • Boat – state the boat's name and confirm the number of persons on board (POB), and

Communication	Detail
	<ul style="list-style-type: none"> • Offshore Race Control – provide each boat with an individual reference number. <p>Failure to check in shall result in the boat being scored DNS.</p>
Listening Watch	All boats shall maintain a Listening Watch on the Race Channel and VHF channel 16.
Position Report	If stated in the SSI's, boats shall report to Offshore Race Control on the Race Channel at the first reasonable opportunity after passing a specified mark or waypoint.
Retirements	<p>A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity by VHF radio on the Race Channel, including her:</p> <ul style="list-style-type: none"> • reason for retiring, and • plan to return to port. <p>She shall also maintain routine communication until safely in port.</p>
Scheduled Position Report (SKED)	If stated in the SSI's, SKED shall be conducted daily for the duration of the race, as per Appendix B.
Trackers	<p>If stated in the SSI's, trackers shall be used, affixed as instructed and left turned on until the boat has safely returned to port.</p> <p>Should a tracking device stop functioning, the Race Committee may require additional position reports.</p>

7.4. Code of conduct

[DP] Competitors, boat owners and support persons shall always:

- act ethically and inclusively,
- conduct themselves with good manners and good sportsmanship
- not bring the sport into disrepute, and
- comply with reasonable requests from race officials

7.5. Race & series schedule

Race and series details are provided in the Notice of Race.

7.6. Class flags

The class flags shall be displayed from a boat so that they are clearly visible, as follows:

- **Division 1** - Naval Numeral ONE

- **Division 2** - Naval Numeral TWO
- **Double-handed** - Naval Numeral FOUR

7.7. Courses & marks

Unless stated in the NoR, the courses and marks will be stated in the SSI. All marks and waypoints are passing marks unless stated otherwise in the SSI's. Mark coordinates are detailed in Appendix A.

7.7.1. Missing mark

Should a mark of the course be more than 100m from its stated coordinates, boats shall leave the defined coordinates of that mark to the side designated in the course, and it shall be treated as a 'waypoint'. A declaration from the skipper and evidence from the boats primary navigational system may be required as proof that the coordinates have been passed correctly.

This replaces RRS 34 (Missing Mark).

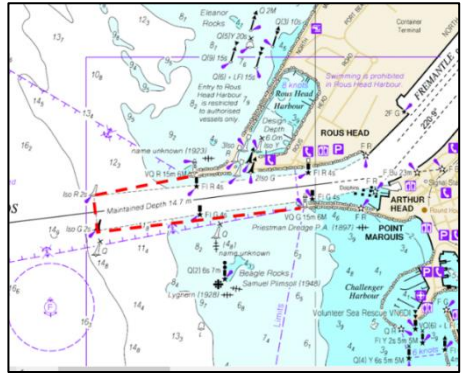
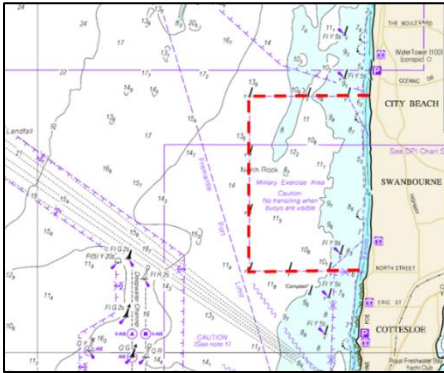
7.7.2. Damaging a mark

Any boat damaging a mark shall notify Offshore Race Control immediately and provide a written report to the OA at the first reasonable opportunity (Note – the boat may be responsible for the cost of its repair).

7.8. Obstructions

The following areas (indicated as dotted red lines in the diagrams below) are designated as 'obstructions':

- **Swanbourne Military Exercise Area** - a line joining the 'Swanbourne exclusion zone buoy (NW)' and 'Swanbourne exclusion zone buoy (SW)', and the shore due east of these points.
- **Fremantle Harbour entrance** - a line joining North Mole and Red "A" harbour entrance buoy, 'Green No. 1 harbour entrance buoy' and South Mole.



7.9. The start

7.9.1. Starting

Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.

If a Heavy Weather Start is stated in the SSI, the start shall be conducted according to Appendix C.

7.9.2. Starting line

The starting line is:

- in the vicinity of Hall Bank Beacon, and
- between a staff displaying an orange flag on the Race Committee boat at the starboard end, and the course side of the port end starting mark.

[DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

Unless a Heavy Weather Start is stated in the SSI's, a boat that does not start within 15 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.

7.9.3. Course flag

Where more than one course is listed for a race, the Numeral Pennant corresponding to the course number will be displayed with the Warning Signal.

7.9.4. 'Day buoy'

Where a 'day buoy' is listed in the course, it will be placed approximately one nautical mile to windward of the Start Line. Prior to the Warning Signal, the Race Committee Boat will display a flag to designate the side that the day buoy shall be left:

- **Red** - left to Port
- **Green** – left to Starboard

7.9.5. General recall

When a general recall is signalled, the warning signal for the first recalled fleet will be displayed at the start signal for the last fleet in the sequence. Warning signals for other recalled fleets will follow in order thereafter.

This changes RRS 29.2 (General Recall) and Race Signals.

7.10. The finish

The finishing line is a line running north from the course side of FSC Mark B at the starboard end of the line to a staff displaying a blue flag on South Mole.

[DP] If the Race Committee is absent when a boat finishes, she shall report her finishing time (GPS time or equivalent), and her position in relation to nearby boats to the Race Committee, at the first reasonable opportunity by VHF radio on the Race Channel.

[DP] Boats finishing in the dark shall illuminate their sail numbers when crossing the finish line. If there is any doubt that the Race Committee has not identified the boat correctly, then she may identify herself to the Race Committee on the Race Channel.

7.11. Time limits

Time limits may be stated in the SSI's.

7.12. Hearing requests

The protest time limit is:

- **Category 2 & 3** - 6 hours after the protesting boat finishes
- **Category 4 & 5** - 2 hours after the protesting boat finishes

Hearing request forms are available from the OA.

7.13. Commercial shipping

Boats shall be aware, take preventative action and keep clear of commercial shipping, especially in and around:

- Entrance to Fremantle Harbour
- Northern Entrance to and in the Cockburn Sound Channel
- Gage Roads deepwater channel
- Fairway Landfall Buoy

If the Fremantle Port Authority or any statutory body lodges a formal complaint with the OA that a boat has failed to keep clear, the Race Committee may impose a penalty on that boat up to and including DSQ.

Appendix A – Mark coordinates

[NP] Important note on mark coordinates

The coordinates for the marks are provided as ‘degrees and decimal minutes’ rounded to the third decimal place and referenced to the WGS84 datum. They are reasonable approximations as per navigational charts. Static navigational marks like pylons and spits are likely consistent with their charted position. Floating marks are not static and will rotate around their moorings, or indeed their moorings can move, or be simply missing. Therefore, attention is drawn to section 7.7.1 (Missing mark), above.

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates
Gage Roads	Burnell buoy		32 01.402s 115 44.298e
	Campbell buoy		31 59.207s 115 44.300e
	Centaur Reef South Cardinal Beacon		31 52.730s 115 43.006e
	Champion Rocks clearance waypoint		32 01.730s 115 35.760e
	Eastern South Passage transit beacon (aka the Windmills)	South Passage Rear Beacon	32 01.161s 115 37.671e
	Eleven metre Bank Isolated Danger mark	Gage Roads Isolated Danger Buoy	32 03.243s 115 40.685e
	Fairway landfall buoy		31 57.154s 115 38.834e
	Hall Bank beacon		32 01.840s 115 42.729e
	Kingston Reefs North cardinal buoy		31 58.850s 115 33.977e
	Stanton buoy		32 03.296s 115 39.500e
	Red A buoy	Deepwater Channel A	31 59.007s 115 41.692e
	Swanbourne exclusion mark NW		31 56.548s 115 43.349e
	Swanbourne exclusion mark SW		31 58.901s 115 43.354e

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates	
	Western South Passage transit beacon (aka the Windmills)	South Passage Front Lead Beacon	32 01.287s 115 37.104e	
Success Channel	Green no. 1 channel marker	S&P 1	32 03.683s 115 41.182e	
	Green no. 2 channel marker	S&P 2	32 04.265s 115 41.318e	
	Green no. 3 channel marker	S&P 3	32 04.640s 115 41.403e	
	Green no. 4 channel marker	S&P 4	32 05.016s 115 41.490e	
	Green no. 5 channel marker	S&P 5	32 05.401s 115 41.579e	
	Green no. 6 channel marker	S&P 6	32 05.759s 115 41.656e	
	Green no. 7 channel marker	S&P 7	32 06.105s 115 41.717e	
	Green no. 8 channel marker	S&P 8	32 06.752s 115 41.872e	
	Green no. 9 channel marker	S&P 9	32 07.120s 115 41.966e	
	Success Bank	Green no. 10 channel marker	S&P 10	32 07.455s 115 42.038e
	Owen Anchorage	Green no. 11 channel marker	S&P 11	32 07.791s 115 42.120e
		Green no. 12 channel marker	S&P 12	32 08.160s 115 42.185e
Jervoise Bay North Cardinal mark			32 08.909s 115 45.019e	
James Point Buoy			32 13.119s 115 44.544e	
North Transit Beacon (Front)		S&P Front	32 08.697s 115 42.376e	
South Transit Beacon (Rear)		S&P Rear	32 09.131s 115 42.478e	
Red A channel marker		S&P A	32 03.663s 115 41.307e	
Red B channel marker		S&P B	32 04.255s 115 41.423e	
	Red C channel marker	S&P C	32 04.622s 115 41.507e	

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates
	Red D channel marker	S&P D	32 04.996s 115 41.590e
	Red E channel marker	S&P E	32 05.379s 115 41.677e
	Red F channel marker	S&P F	32 05.743s 115 41.758e
	Red G channel marker	S&P G	32 06.107s 115 41.864e
	Red H channel marker	S&P H	32 06.728s 115 41.996e
	Red J channel marker	S&P J	32 07.103s 115 42.064e
	Red K channel marker	S&P K	32 07.424s 115 42.138e
	Red L channel marker	S&P L	32 07.780s 115 42.219e
	Red M channel marker	S&P M	32 08.141s 115 42.314e
	Stirling Channel Green #1	Stirling Channel Leading Lights, South Side No. 1, a green beacon	32 12.270s 115 44.660e
Fremantle Harbour	Green no. 1 harbour entrance buoy	Entrance 1 Starboard Mark	32 03.442s 115 43.051e
	Red A harbour entrance buoy	Entrance A Port Mark	32 03.314s 115 43.033e
Challenger Passage	Eastern Challenger Passage lead beacon	Challenger Passage Rear Lead Beacon	32 08.729s 115 40.258e
	Challenger Passage outer port buoy	Challenger Passage Port Buoy	32 08.303s 115 38.936e
	Challenger Passage outer starboard buoy	Challenger Passage Starboard Buoy	32 08.323s 115 38.776e
FSC buoys	B (for Finish and Heavy weather start)		32 03.502s 115 44.055e
	D		32 06.900s 115° 43.800e
	E		32 04.350 s 115 43.550e
	F		32 04.850s 115 43.600e
	H		32 06.700s 115 42.250e

Area	Mark name	Admiralty List of Lights Vol Q	Coordinates
	L		32 03.800s 115 43.500e
	M		32 05.900s 115 43.800e
	N (some ORWA course starts)		32 04.000 115 42.600e
	O		32 06.900 115 45.000e
	P		32 06.900s 115 42.700e
	R		32 05.500s 115 44.900e
	S		32 05.127s 115 41 789e
	W		32 04 000s 115 41.600e
	Y		32 04.500s 115 42.500e
Rottnest Island	Armstrong Point exclusion mark NE		31 58.877s 115 30.691e
	Armstrong Point exclusion mark NW		31 59.171s 115 29.958e
	Cape Vlamingh exclusion mark NW		32 00.990s 115 26.379e
	Cape Vlamingh exclusion mark SE		32 02.011s 115 27.410e
	Cape Vlamingh exclusion mark SW		32 01.910s 115 26.376e
	Parker Point exclusion zone SE		32 01.949s 115 31.497e
Hillary Yacht Club	Scarborough Beach buoy		31 53.64s 115 44.76e
	Sorrento mark		31 50.18s 115 44.43e
	Port lateral marker		31 49.468s 115 43.674e

Appendix B – Scheduled Position Reports (aka ‘SKED’)

If stated in the SSIs, **either** Option 1 (VHF) or Option 2 (satellite/mobile device) below shall be used for the SKED.

Option 1 (VHF radio)

Schedule

SKEDs shall be conducted daily for the duration of the race at:

- 0900hrs, and
- 2100hrs.

SKED procedure

1. Boats will be called by the Offshore Race Control for position reports in alphabetical order.
2. A boat, when called, shall reply with the numbers representing their latitude and longitude (**degrees and minutes only**). For example, “3 2 - 0 1 - 1 1 5 - 3 8” (ie. “three two - zero one - one one five - three eight”) - representing 32° 01.065’S 115° 38.427’E.
3. Boats failing to answer the SKED call will be called again at the end of the schedule.

If unable to make contact during the SKED

If a boat is unable to contact Offshore Race Control by VHF radio on the Race Channel for a SKED, she shall attempt to contact another boat in the race by VHF radio and request they relay their position to Offshore Race Control. If this fails, a boat may use a mobile device (mobile phone or satellite device) to call Offshore Race Control and report their position. Race Control will then announce the boats’ position to the fleet over the radio.

A ‘grace’ period of 20minutes shall be allowed after the last boat in a particular SKED is called and replies before any ‘No contact’ penalties apply.

‘No contact’ penalties

The overall objective of the SKED is for Offshore Race Control to maintain regular contact with boats to ensure they are safe. Failure to provide a timely SKED may result in the imposition of a penalty, applied at the absolute discretion of the Race Committee having regard to the circumstances, as follows:

Situation (cumulative over a season)	Penalty
1st SKED missed	No penalty imposed
2nd SKED missed	20 minutes added to elapsed time
Each successive SKED missed*	40 minutes added to elapsed time

*a boat that misses 3 SKED reports (cumulative over a season) without reasonable cause would receive a time penalty of 60 minutes added to the boat's elapsed time for that race, and so on.

Option 2 (mobile/satellite devices)⁵

Schedule

SKEDs shall be conducted daily for the duration of the race at:

- **0900hrs**, and
- **2100hrs**.

SKED procedure

The SKED report shall be a TXT message from a boat to the SKED number at each of the SKED times (eg. for a boat named 'Airborne'):

- Airborne to SKED number "Airborne OK"
- Offshore Race Control will reply "Airborne logged, please reply with 'Copy'"
- Airborne replies "Copy"

If unable to make contact during the SKED

If a boat cannot connect /transmit or not receive the reply from Offshore Race Control (eg. "Airborne logged, please reply with 'Copy'"), the boat shall (in order of precedence):

- contact Offshore Race Control by VHF radio on the Race Channel to relay their position, and if unsuccessful
- contact another competitor by VHF radio, and request they relay that information to Offshore Race Control via TXT that the calling boat is OK.

'No contact' penalties

As per Option 1, above

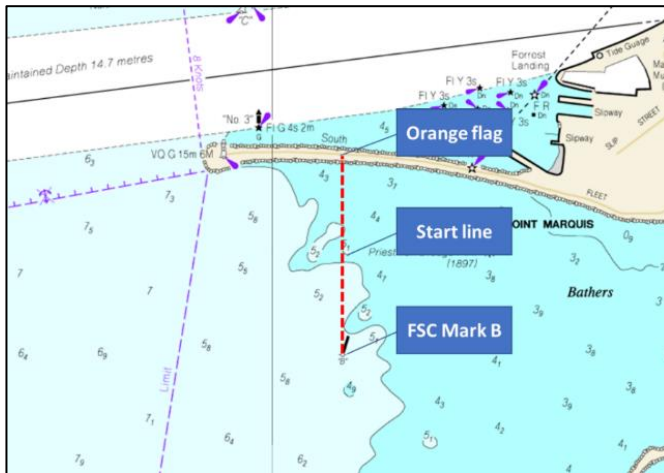
⁵ Assumes that Trackers would be being used if Option 2 is used.

Appendix C – Heavy weather start

If a ‘Heavy Weather start’ is stated in the SSI’s, the following amendments shall be made to Section 7.7.9 of the SIs, above.

C1. Starting line (replaces section 7.9.2 above)

The starting line shall be between a staff displaying an orange flag on the South Mole at the starboard end, and the course side of FSC Mark B, shown diagrammatically below. The starting line runs approximately north south.



C2. Starting ‘window’

Boats shall have a 20-minute starting ‘window’, commencing at the start signal. This window allows boats the room and opportunity to cross the line at different times.

C3. Elapsed time

The time difference between a boat’s actual start time and the starting signal will be subtracted from the boat’s finishing time to calculate their elapsed time.

C4. Recalls (replaces section 7.9.5 above)

There will be no Recalls, as required by RRS 29.

8. Course map

