



SAILING INSTRUCTIONS

2025 Warren Jones International U25 Regatta

Monday, 27 January – Friday, 31 January 2025 • Hosted by the Royal Freshwater Bay Yacht Club

ABBREVIATIONS

PC – Protest Committee

NA – National Authority

NoR – Notice of Race

RC – Race Committee

RRS – Racing Rules of Sailing

RFBYC – Royal Freshwater Bay Yacht Club

OA – Organising Authority

SI – Sailing Instructions

1. RULES

1.1 The event will be governed by the rules as detailed in NoR 1.

1.2 When the umpires proceed under RRS C8.7, they will be guided by SI Addendum D.

1.3 Further to NoR 1.3, the RRS is changed as follows:

(a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

(b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'

(c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals

2. CHANGES TO THE SAILING INSTRUCTIONS

2.1 Any change to the SI will be posted before at least 30 minutes before the start of any race affected, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.

2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.

2.3 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these RC changes either verbally or in writing.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Further to NoR 3, when on the water, the RC intends to monitor and communicate with competitors on VHF radio channel 74.





4. BOATS AND SAILS

4.1 Boats will be identified by bow number.

4.2 The mainsail shall display the skipper's name as provided by the OA.

4.3 The mainsail, No1, No2, No3 and spinnaker to be used will be allocated by the OA and shall remain on each boat for the duration of the event. Sails may be substituted by the OA in the event of damage, loss, or for any other reason that the OA may deem appropriate.

4.4 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals shall have the following meanings:

Signal	Flag	Sail Combination to be used
None		No 1 + full mainsail + spinnaker
Flag 1		No 2 + full mainsail + spinnaker
Flag 2		No 3 + full mainsail + spinnaker
Flag 3		No 3 + reefed mainsail + spinnaker
Flag 4		No 3 + reefed mainsail + no spinnaker'



4.5 Other restrictions or instructions from the RC may be relayed to the boats by VHF radio or verbally by an umpire. Flag 3rd substitute is not required.

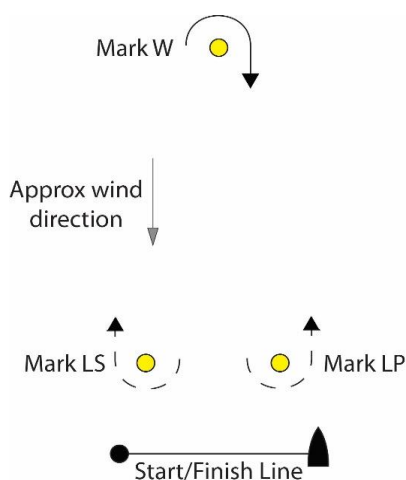
5. FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The competitor list, match pairing lists and boat allocation will be issued at the briefing.
- 5.2 The next flight and matches to be sailed in that flight will be displayed in order of starting on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match to start at the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.
- 5.4 Should 5.3 not be applied and when a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. A pink flag will be displayed from the time of the warning signal to the starting signal for the blank start.

6. COURSES

6.1 Configuration (not to scale)



6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV on a board, at or before the warning signal.

Mark W shall be rounded to starboard. In the event that one gate mark is missing, the remaining mark shall be rounded to starboard.

Signal Course

- | | |
|----|-----------------------------------|
| C1 | Start – W – Finish |
| C2 | Start – W – LS or LP – W – Finish |

7. MARKS / STARTING AND FINISHING LINE

- 7.1 Mark W, LS and LP will be yellow inflatable marks.
- 7.2 The replacement mark, as provided in SI 8, will be an orange inflatable mark and a green inflatable mark.
- 7.3 When looking up the course, the starting and finishing line is between a staff displaying a club burgee on the RCV at the starboard end, and the course side of a black and white chequered mark at the port end.

8. CHANGE OF THE POSITION OF THE NEXT MARK

- 8.1 To change the position of the next mark, the RC will lay a new mark as soon as practicable. The change will be signalled before the leading boat has begun the leg toward the new mark, although the new mark may not yet be in a position.
- 8.2 A change of course will be signalled near the mark beginning the leg being changed by an RC vessel that will display code flag "C" over a pennant matching the colour of the new mark and a numeral pennant corresponding to the match or matches affected and sound a horn repeatedly. This changes RRS 33.
- 8.3 **Signalling Vessel**
- When a change of course is made for the first leg, the signal shall be displayed from the RC signal vessel with the preparatory signal. The preparatory signal shall be followed by a series of repetitive sound signals.
 - When a change of course is signalled after the first leg it shall be displayed from a RC vessel near the gate marks.



rfbyc

Royal Freshwater Bay Yacht Club
1 Hobbs Place, Peppermint Grove, Western Australia
+61 8 9286 8200 | www.rfbyc.asn.au | sailadmin@rfbyc.asn.au

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9. OBSTRUCTIONS

- 9.1 The following objects and lines are designated as obstructions. A breach of this Sailing Instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- a) A buoy may be attached to the RCV anchor line just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.
 - b) Imaginary straight lines connecting the ends of the marina jetties, the navigation posts that identify Karrakatta Bank, West Point Walter Spit to North Point Walter Spit and North Point Walter Spit to North Point Walter Buoy. See addendum E.

10. BREAKDOWN AND TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight or within two minutes of finishing or within 5 minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RCV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs shall be at the sole discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4 Except when RRS 61.4(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS.61

11. TIME LIMIT

- 11.1 A boat that has not finished within 5 minutes of the first boat sailing the course will be scored in accordance with C10.1.
- 11.2 When advised by a RC or umpire that the time limit has expired a boat shall immediately return to the starting area.

12. RISK STATEMENT

- 12.1 Refer to NoR 14.



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SI ADDENDUM A - ELIGIBLE SKIPPERS & PAIRING LISTS

Pairing Lists, Eligible skippers and Boat allocations will be issued at the briefing.

SI ADDENDUM B – HANDLING OF BOATS

1. GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2. [NP] PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire or the RC otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, prior to one sound signal being made by the RC or while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink.
- 2.10 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 Using a winch to adjust the mainsheet, backstay or vang.
- 2.13 Attaching lines to the fabric of spinnakers.
- 2.14 Perforating sails, even to attach tell tales.
- 2.15 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.16 The use of electronic equipment, unless permitted by SI 3.1.
- 2.17 Adjusting tensions to battens in the mainsail.
- 2.18 Altering the number of falls on the mainsheet.
- 2.19 Attaching masking tape to hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.20 Cleating genoa or mainsail halyards using either of the cabin top camcleats.
- 2.21 Removing the boom topping lift.
- 2.22 Using cable ties to secure the jib sheet to the headsail.
- 2.23 Securing the outhaul to the reefing cringle.
- 2.24 Tying tweakers to the winch handle pockets.
- 2.25 No crew member shall climb the mast without an approved bosun's chair.
- 2.26 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor and the vang.
- 2.27 Using the windward jib/genoa sheet as a barber hauler.
- 2.28 Using a winch handle for the purpose of hiking.
- 2.29 A breach of SI B2.25, 2.26, 2.27 and 2.28 is not open to protest by boats but may be subject to action by the umpires in accordance with C8.2. This amends RRS C6.2 and C8.2.



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3. PERMITTED ITEMS and ACTIONS

3.1 Taking on board and making appropriate use of the following:

- a) basic hand tools
- b) adhesive tape
- c) line (elastic or otherwise of 4 mm diameter or less)
- d) marking pens
- e) tell-tale material
- f) hand-held compasses, watches, timers, and small personal video devices such as GoPro
- g) shackles and clevis pins
- h) velcro tape
- i) bosun's chair
- j) spare flags
- k) PFD's

3.2 Using the items in 3.1 to:

- a) Prevent fouling of lines, sails and sheets
- b) Attach tell-tales
- c) Prevent sails being damaged or falling overboard
- d) mark control settings
- e) make minor repairs and permitted adjustments
- f) make signals as per Appendix C6
- g) personal safety

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

4. MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC or Maintenance Manager, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
 - a) Folding, bagging and placement of the sails as directed
 - b) leaving the boat in the same state of cleanliness as when first boarded that day
 - c) returning any damaged sails to the RFBYC Main Wharf lawn precinct.
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks and sponsorship signage, if directed.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing directed to the RC and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.



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SI ADDENDUM C - EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS AND SAILING EQUIPMENT

- Mainsail and set of battens
- No 1 Jib
- No 2 Jib
- No 3 Jib
- Spinnaker
- Sail bags and boom cover
- Two locking winch handles
- Two genoa cars
- One spinnaker pole
- Two jib sheets
- Two spinnaker sheets
- Two tweakers
- Tiller extension
- Front hatch spinnaker protector
- One blue flag
- One yellow flag
- One Y flag
- One red protest flag
- One VHF radio

SAFETY GEAR

- One horseshoe life buoy
- One life ring with 27.5m of float rope and light
- Fourteen life jackets and whistles
- Two red metal buckets with lanyard and sponge
- One torch
- Two manual bilge pumps with hoses and pump handles
- Lifelines and stanchions stored below
- Other safety items required by regulation including flares and first aid kit. (Note: it is the responsibility of the skipper to ensure that a knife and the correct quantity of water is carried on board)

MOORING EQUIPMENT

- Two mooring lines
- Two fenders
- One boat hook



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SI ADDENDUM D – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or PC to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reason to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A – Minor Damage	Does not significantly affect the value, general appearance, or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B – Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C – Serious Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Outs
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the PC may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposit

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

Monetary deductions are assessed separately after closer inspection by the Maintenance Manager, and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.



