# COUTA BOATS, SAILING INSTRUCTIONS (SI) for Season 2026-27

## 1. [DP] CREW REGISTER & SIGN-ON

**1.1** For each race, Boats shall register all crew on board using the *Sailinghub* crew register process on the ONB before going to their boat to race.

**1.2** Boats shall sign-on with sail number and POB only via VHF 73 to the Tower before leaving the mooring. This can be from a RHIB.

**1.3** Boats shall sign-off via VHF 73 upon return to the moorings or jetty, before coming ashore.

**1.4** A boat that retires or stops racing shall notify the Race Committee as soon as reasonably possible via VHF 73.

## 2. CHANGES TO SIs

Any change to the SIs will be posted 1.5 hours before the warning signal of the race it will affect or 10 minutes before AP is removed ashore, except that any change to the schedule of races will be posted by 1900 hours on the day before it will take effect.

## 3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the Official Notice Board here: www.sscbc.com.au/coutaboats/

3.2 WhatsApp messages and emails are a secondary courtesy notification.

## 4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the Eastern signal mast.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

## 5. CLASS FLAGS

 Division 1

 Division 2 & Jubilees

## 6. RACING AREA

The racing area is the waters to the north-east of SSCBC unless otherwise stated in an RSI.

## 7. COURSES

**7.1** The courses are described in the Normal Course Sheets, or RSIs.

**7.2** An RSI will detail special provisions for Box Starts, Races around Fixed Marks and for Passages Races.

**7.3** Prior to the warning signal, the course will be broadcast on VHF 73 and the course to be sailed and compass bearing of the first leg may be displayed from the Race Committee Vessel.

**7.4** WA and LA Courses Gate Marks: If only one gate mark is in position, that mark shall be rounded to port.

## 8. MARKS

| | |
|---|---|
| **Start Pin** | Orange |
| **Finish Pin** | Blue |
| **Div 1 Mark 1** | Pink |
| **Div 1 New Mark 1** | Orange |
| **Div 2 Mark X1** | Pink with black band |
| **Div 2 New Mark X1** | Orange with black band |
| **Other Marks** | Pink |

## 9. THE START

**9.1** The starting line is between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of the orange port-end starting mark.

**9.2** To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

**9.3** (DP) Boats whose warning signal has not been made shall avoid the starting area during the start sequence for other races.

**9.4** A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS Appendix A.

**9.5** If not stated otherwise in RSI, for Passage Races, the first Warning Signal shall be for Div 2, followed by the Warning Signal for Div 1 15 min later. For all other races, the fleets shall start back-to-back with the first Warning Signal being for Div 1.

## 10. RECALLS

The Race Committee will attempt to notify OCS boats by sail number on VHF, which may be up to a minute after the starting signal. A boat may not request redress based on failure of the race committee to broadcast her number, failure of her to hear such a broadcast, or the order in which boats are hailed. This changes RRS 61.1(a).

## 11. CHANGING THE COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## 12. THE FINISH

The finish line is between a staff displaying a blue flag on the race committee vessel at the starboard end and the course side of the blue port-end finishing mark.

## 13. PENALTY SYSTEM

**13.1** Rules 44.1 and 44.2 are changed so that only a part turn is required.

**13.2** On a leg to a windward mark, a part-turn is a gybe and luffing to a close-hauled course as soon as reasonably possible.

**13.3** On other legs a part-turn is a tack and bearing away as soon as reasonably possible to more than 90 degrees from the true wind.

**13.4** Penalties shall not be taken in the zone of a mark or between marks 1 and 1A (Hitch leg)

## 14. TIME LIMITS

The Finishing Window is the time for boats to finish after the first boat sails the course. The Finishing Window for Division 1&2 is changed to the greater of 30 minutes or 130% of the elapsed time of the mid boat in the fleet.

Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the finishing place of the last boat that sailed the course within the Finishing Window and was not penalised under RRS 30.3 or 30.4. The Race Committee may allocate a TLE score before the finishing window closes. This changes RRS 35, A5.1, A5.2 and A10.

## 15. PROTESTS, SCORING ENQUIRIES & HEARING REQUESTS

**15.1** Protests, Scoring Enquiries and Hearing Requests shall be delivered to the race office using the link on the ONB, or by physically delivering it to the race Office. Forms available at the race office may be used.

**15.2** The protest time limit and redress time limit is 45 minutes after the last boat of each division has finished the last race of the day. It will be reasonably extended by the PC when appropriate "or two hours after the incident, whichever is later" is deleted from rule 61.2(b)(1).

**15.3** A request for redress based on an incident identified in a scoring enquiry will meet the time limit if:

- the scoring enquiry was delivered within the time limit specified as changed by SI 15.2; and
- the request for redress is delivered as soon as reasonably possible after being notified of the race committee's response to the scoring enquiry.

**15.4** Notices will be posted or communications made within 30 minutes of the protest time limit to inform boats of hearings that will be held that day.

## 16. REPLACEMENT OF CREW OR EQUIPMENT

[DP] At the first reasonable opportunity, usually at least two hours before a warning signal, a boat must advise any change of equipment, helmsman or crew that may have a material change in performance using the form on the ONB.

## 17. USE OF ENGINE TO AVOID COMMERCIAL SHIPPING

**17.1** Boats with a reasonable apprehension of interfering with commercial shipping shall use their engine to stay clear.

**17.2** [DP] A boat shall inform the Race Committee by radio when she

uses her engine under this instruction

**17.3** [DP] After engine use, a boat shall not have gained an advantage in the race.