

**INTERNATIONAL ETHELLES CLASS**  
**2025 World Championship**  
**SAILING INSTRUCTIONS**  
**9<sup>th</sup> to 14<sup>th</sup> January 2025**  
**Posted 1 January 2025**

The Organising Authority is the Royal Brighton Yacht Club of Brighton Australia in conjunction with the Etchells Melbourne Fleet Inc.

The notation [DP] in a rule in the Sailing Instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation [NP] in a rule means that a boat may not protest another boat for breaking this rule. This changes RRS60.1 and 61.1(a).

**1 RULES**

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 Appendix T Arbitration will apply.
- 1.3 [DP] All competitors shall wear a life jacket complying with AS 4758-2015 (Minimum Level 50) or AS1512-1196 Type 1 or 2, or equivalent or more stringent overseas standard.
- 1.4 The Vakaros RaceSense system will be used by the Race Committee (RC) and the relevant information will be available to all boats.
- 1.5 The visual identification of boats infringing RRS 29 and RRS 30 by the RC is replaced with the electronic identification by the Vakaros RaceSense system. This changes RRS 29.1, 30.1, 30.2, 30.3 and 30.4.
- 1.6 A set of instructions about the use of the electronic device will be posted on the Official Online Noticeboard.
- 1.7 [DP][NP] Each boat shall have a working Vakaros Atlas 2 configured for RaceSense at check-in, which shall be mounted (above any other device) on the aft side of the mast at all times while racing. Each boat shall either provide a working Atlas 2 at check-in for configuration with RaceSense, or an Atlas 2 will be provided to any boat that does not have one available.
- 1.8 [DP][NP] Competitors shall do their best to keep the system safe and active. They shall inform the RC as soon as possible, on the water or ashore, about any problems encountered with the device. The system shall be kept running until after the last race of each day.
- 1.9 [NP] Any kind of failure of an Atlas 2, the RaceSense system or communication systems shall not be grounds for a request for redress by a boat or Protest Committee. This changes RRS 41(c), 61.1(a), 61.1(c), 61.4(b) (1) and 60.5 (b).
- 1.10 If Firmware updates to Atlas 2 devices are required between scheduled race days, notice via email and/or SMS or WhatsApp will be sent to all boats.
- 1.11 If the RC vessel displays flag G with a sound signal before the warning signal of a race, SI 1.5 to 1.9 inclusive will not apply to that race.
- 1.12 [DP][NP] If the RC vessel displays flag K with a sound signal before the warning signal of a race, Competitors shall restart their Vakaros Atlas unit by switching it off, waiting 10 seconds and then switching it back on to reconnect to the RaceSense network. Flag K will remain displayed for a minimum of 2 minutes and will be removed on or before the next warning signal.

## 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 1000 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

## 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official online notice board located by clicking on the following link: [Official Online Noticeboard](#).
- 3.2 The race office is located at the RBYC sailing office, telephone +61 3 9592 3092, email [boatingmanager@rbyc.org.au](mailto:boatingmanager@rbyc.org.au).
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 77.
- 3.4 [DP] From the first warning signal until the end of the last race of the day, 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.
- 3.5 In addition, during the event a messaging service (WhatsApp, SMS or other) will also be used to contact registered mobile numbers for each boat providing notifications and RC communications. Further details will be provided at registration. Failure to receive messages shall not be grounds for redress and changes RRS 61.4(b)(1).

## 4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] This event will be conducted in accordance with the Etchells Class Code of Conduct which is available on the IECA website or by click on the following link; [IECA Code of Conduct](#). Competitors and support persons shall comply with the Etchells Class Code of Conduct.

## 5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the flagpole in the RBYC rigging yard.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

## 6 SCHEDULE OF RACES

- 6.1 Two (2) races are scheduled each day except on Tuesday 14<sup>th</sup> January where one (1) race is scheduled. The race committee may amend the time of the warning signal for the first race of that particular day.

Date	Event	Time
Thursday 9 January	Competitors Briefing	1030 hrs
Thursday 9 January	Practice Race	1255 hrs
Friday 10 January	Race Day 1, 1 <sup>st</sup> Warning Signal	1255 hrs
Saturday 11 January	Race Day 2, 1 <sup>st</sup> Warning Signal	1255 hrs
Sunday 12 January	Race Day 3, 1 <sup>st</sup> Warning Signal	1255 hrs
Sunday 12 January	Crew Re-weigh	After racing to 2000 hrs
Monday 13 January	Crew Re-weigh	0800-1000 hrs
Monday 13 January	Race Day 4, 1 <sup>st</sup> Warning signal	1255 hrs
Tuesday 14 January	Race Day 5, 1 <sup>st</sup> Warning Signal	1255 hrs
Tuesday 14 January	Prizegiving	1800 hrs

- 6.2 One extra race per day may be sailed, provided that the championship is no more than one race ahead of schedule and the change is made according to SI 2.1. If the race committee decides to sail another race after the scheduled races, it will be signalled by displaying code flag "L" on the race committee finish vessel.
- 6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag(s) will be displayed with one sound at least five minutes before a warning signal is made.
- 6.4 On the last scheduled day of racing no warning signal will be made after 1500 hrs.

## **7 CLASS FLAGS**

- 7.1 The Etchells Class flag is white with the Etchells emblem.

## **8 RACING AREA**

- 8.1 The racing area will be on the waters of Port Phillip Bay as described in SI Addendum C.

## **9 COURSES**

- 9.1 The course number will be displayed on the committee vessel using numeral pennant 1 or numeral pennant 2. The compass bearing and distance to windward mark 1 may be announced by VHF and displayed on the race committee vessel after the orange flag attention signal is displayed for each race.
- 9.2 The diagrams in Addendum A show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.3 If only a single windward or leeward mark is present, boats shall leave that mark to port before proceeding to the next mark of the course
- 9.4 Courses will not be shortened. This changes RRS 32.

## **10 MARKS**

- 10.1 Marks 1 and 2 will be pink inflatable marks.
- 10.2 Gate marks 3S and 3P will be orange inflatable marks.
- 10.3 New marks, as provided in SI 13, will be pink or orange inflatable marks with black bands.
- 10.4 Finish mark will be a black and white checkered inflatable mark.

## **11 OBSTRUCTIONS**

- 11.1 The area 400m immediately to the south of the RBYC marina has a number of reefs and is marked by a starboard pole beacon.

## **12 THE START**

- 12.1 Races will be started in accordance with RRS 26l.
- 12.2 The starting line is between a staff displaying an orange flag on the race committee vessel at the starboard end and a staff displaying an orange flag on a committee vessel at the port end of the line.
- 12.3 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.4 In addition to RRS 29.1, if Code Flag G is displayed as per SI 1.11, individual recalls may be broadcast on VHF Delay or failure to broadcast or receive a recalled bow or sail number shall not be grounds for redress. This changes RRS 61.4(b)(1).

### 13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 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.

### 14 THE FINISH

- 14.1 For course 1, the finishing line is between a staff displaying a blue flag on the committee vessel at the starboard end of the line and the course side of the finishing mark at the port end.
- 14.2 For course 2, the finishing line is between staffs displaying blue flags on committee vessels at each end of the line.

### 15 PENALTY SYSTEM

- 15.1 The first two sentences of RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty".
- 15.2 In RRS 44.2 insert after the first sentence: "However, if Mark 2 (spreader mark) is set, a boat may take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 2, as soon as possible after leaving the zone around Mark 2".
- 15.3 An international Jury will be appointed in accordance with RRS 91 (b). Per RRS 70.3, there shall be no appeal to the decisions of the International Jury. .
- 15.4 The International Jury may observe the racing on the racecourse.

### 16 TIME LIMITS [AND TARGET TIMES]

- 16.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Target Time	Race Time Limit	Finishing Window
45 minutes	90 minutes	120 minutes	45 minutes

- 16.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 16.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish 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 points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 16.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.4 (b).

### 17 HEARING REQUESTS

- 17.1 The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 17.2 Hearing request forms are available from the race office or the official online noticeboard.

17.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the RBYC Committee Room, located at the top of the stairs in the RBYC Clubhouse, beginning at the time posted on the online noticeboard.

## **18 SCORING**

18.1 The low point scoring system will be used as in RRS Appendix A with the following changes.

- a) Nine (9) races are scheduled
- b) Six (6) races are required to be completed to constitute a series
- c) When seven (7) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## **19 SAFETY REGULATIONS**

19.1 The Port of Melbourne Shipping Channel runs north/south approximately 2.5Nm due west of RBYC. Skippers are reminded of the requirement for competing boats to 'keep clear of commercial shipping at all times'. Boats should not cross commercial shipping channels where such crossing would interfere with the passage of commercial shipping or be so close as to cause concern for commercial shipping.

19.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

## **20 REPLACEMENT OF CREW OR EQUIPMENT**

20.1 [DP] Substitution of competitors is not allowed without prior written approval of the International Jury.

20.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the technical committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

## **21 EQUIPMENT AND MEASUREMENT CHECKS**

21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

21.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

## **22 OFFICIAL VESSELS**

22.1 Official vessels will be identified with RBYC club burgee.

## **23 [DP] SUPPORT TEAMS**

23.1 Support teams, including all support persons and support person vessels, shall comply with the support boat regulations as detailed in SI Addendum B.

23.2 Support person vessels shall be identified with a number as issued by the OA.

## **24 TRASH DISPOSAL**

24.1 Trash may be placed aboard official vessels.

## 25 BERTHING

25.1 [DP] Boats shall be kept in their assigned places while in the harbour.

## 26 HAUL-OUT RESTRICTIONS

26.1 [DP] All boats shall not be hauled out during the event except with and according to the terms of prior written permission of the technical committee.

## 27 DIVING EQUIPMENT AND PLASTIC POOLS

27.1 [DP] Plastic pools or their equivalent shall not be used around boats whilst afloat.

## 28 PRIZES

28.1 Prizes will be given in accordance with NOR 24.

## 29 RISK STATEMENT

29.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.

**Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

## 30 INSURANCE

30.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUS \$10,000,000 (ten million) per incident or the equivalent.

30.2 Each Skipper and/or Co-Skipper is liable for any third-party property and personal injury claims.

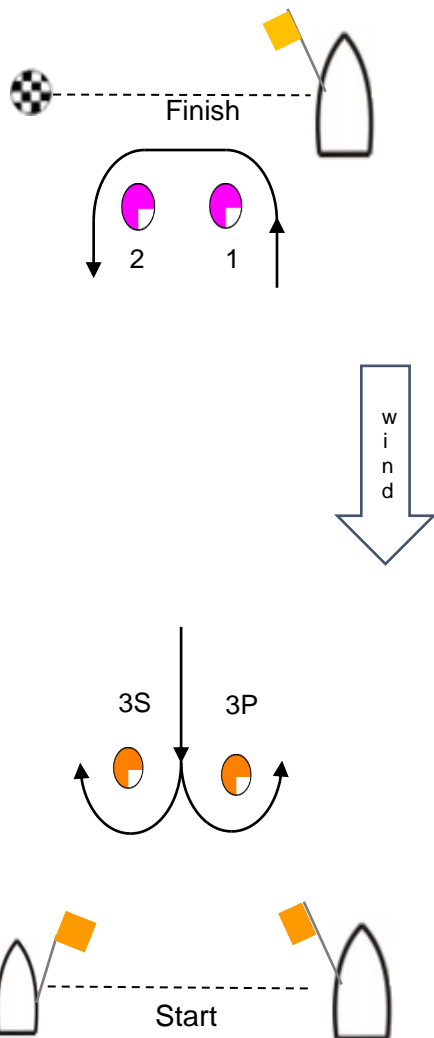
**SI ADDENDUM A – COURSES**

Note - The following diagrams are indicative only and not to scale.

**Course 1**



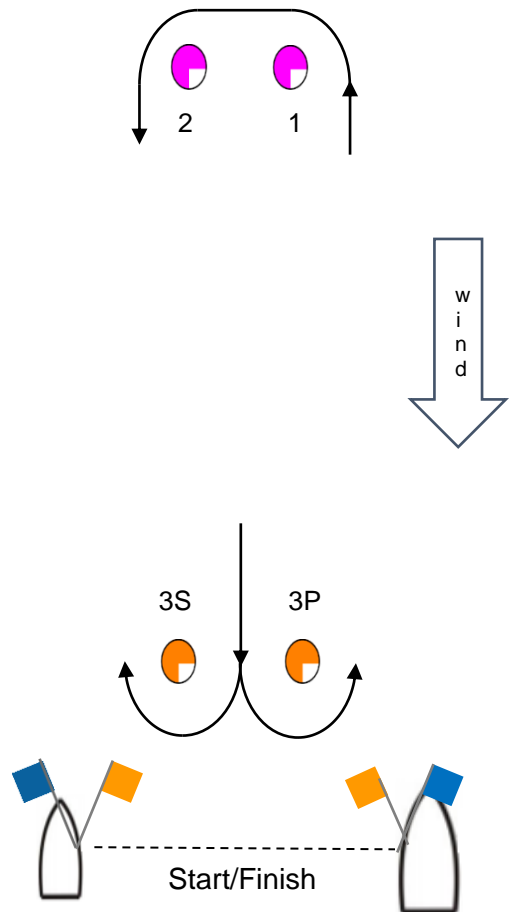
**Start - 1 - 2 - 3S/3P - 1 - 2 - 3S/3P - Finish**



**Course 2**



**Start - 1 - 2 - 3S/3P - 1 - 2 - Finish**



## SI ADDENDUM B – SUPPORT BOAT & DRONE REGULATIONS

- B.1 Coach and support boats must be registered with the Organising Authority prior to acting as a coach or support boats.
- B.2 All registered coach and support boats will carry on board and operate while on the water a VHF radio capable of transmitting and receiving on VHF Channels 16, 71, 73, 77 and agree to assist the Race Committee if directed to do so.
- B.3 Competitors shall have no communication with, and boats shall not be tied to, coach or support boats from the first Warning Signal (or any other time the Organising Authority considers appropriate) of the day until racing has been concluded for the day. Between races, coach and support boats shall not approach, communicate with or transfer provisions or equipment to or from their supported boats unless in a medical or emergency requirement threatening the health of the crew or the flotation of the boat and only with the expressed permission of the Jury or the Race Committee.
- B.4 Registered coach and support boats and their personnel shall stay at least 100 metres below and to starboard of the starting line from the time of the Preparatory Signal until five minutes after the start of any race. After this time, coach and support boats may then proceed parallel to the course on the starboard side of the course facing the wind at a distance of at least 100 metres outside areas where boats are racing. Coach and support boats shall not go above the weather marks or the Course 1 finishing line or below the leeward marks or the Course 2 finishing line at any other time while boats are racing.
- B.5 (DP) Any breach of B1, B2, B3 or B4 by a coach or support boat may result in a penalty being applied to any or all boats serviced by that coach or support boat. The penalty may be disqualification, or some other penalty as determined by the International Jury.
- B.6 Coach and support boats shall, when requested by the race committee, tow or assist boats not associated with them. Coach and support boats will monitor VHF channel 77 and shall follow all instructions from the race committee.
- B.7 When the race committee displays code flag V with one long sound signal, all coach and support vessels shall monitor the race committee radio channel for search and rescue instructions.
- B.8 **DRONE USE POLICY**  
[DP] Teams or their representatives are prohibited from flying drones over the shore base or race area.  
Only sanctioned media, as approved by the Organising Authority, are permitted to operate drones during the event, which may include flying over the race area.



SI ADDENDUM C – RACE AREA

**Sketch chart  
of racing area  
Royal Brighton Yacht Club**  
 Note: This chart is for guidance  
of competitors only and DOES NOT form  
part of Sailing Instructions.

