

2025 Zhik QLD Youth Championships

25 to 27 September 2025



Keppel Bay Sailing Club, Anzac Parade Yeppoon QLD



Green Fleet Sailing Instructions (SIs)

The Organising Authority (OA) is the Keppel Bay Sailing Club (KBSC), in conjunction with Australian Sailing.

1. RULES

- 1.1. Green fleet will be governed by the World Sailing Introductory Rules of Racing.
- 1.2. Event appointed coaches are permitted to provide coaching and assistance to competitors during racing.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be advised at the daily competitors briefing on the day it will take effect.
- 2.2. Any change to the format or schedule of races will be advised at end of day briefing on the day before it will take effect.

3. COMMUNICATION WITH COMPETITORS

- 3.1. Notices to competitors will only be posted on the Green Fleet Official Notice Board in the briefing marquee at the Causeway Lake.
- 3.2. The Race Office is located downstairs in the Sailing Office at Keppel Bay Sailing Club clubhouse.

4. CODE OF CONDUCT

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials, Australian Sailing staff and KBSC staff.
- 4.2. Competitors and Support Persons shall comply with the [Australian Sailing Integrity Policies](#).
- 4.3. Boats shall not sail into other course areas whilst the other course areas are racing. Boats not racing shall remain clear of boats that are racing and official boats.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at the flag mast located near the marquee in the rigging area at the Causeway Lake.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 15 minutes' in the race signal AP. This changes Race Signal AP.

6. SCHEDULE OF RACES

6.1.

Date	Time	Event
Thurs 25 Sept	1100 hrs 1200 hrs	Green Fleet Briefing – to be held at the Causeway First Warning Signal
Fri 26 Sept	1000 hrs	First Warning Signal
Sat 27 Sept	1000 hrs ASAP after racing	First Warning Signal Presentation of Medals

- 6.2. There will not be a maximum or designated number of races – we will strive to get as many races in as the weather allows, however we will not sail more than 4 races back-to-back without having a rest break ashore.
- 6.3. The racing may be staggered with some fleets racing while other fleets held on shore. Instructions to be provided on shore by the Echo and Foxtrot course beach marshal.
- 6.4. On the last scheduled day of racing no warning signal will be made after 1400 hrs.

7. CLASS FLAGS

7.1. Class Flags will be a Green flag

8. RACING AREA

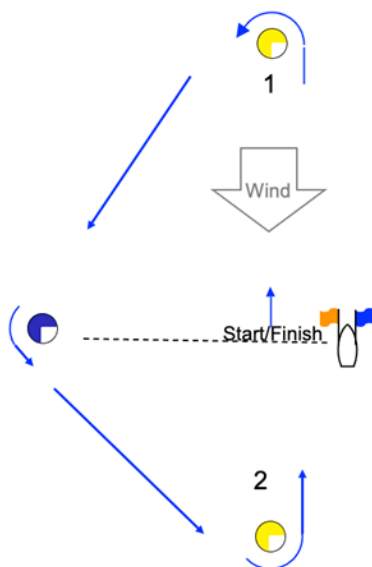
7.1. SI Addendum A shows the approximate location of the racing area in waters of the Causeway Lake.

9. COURSES

9.1. The course diagram below shows the course for each fleet, approximate angles between marks, including the order in which marks are to be passed and the side on which each mark is to be passed.

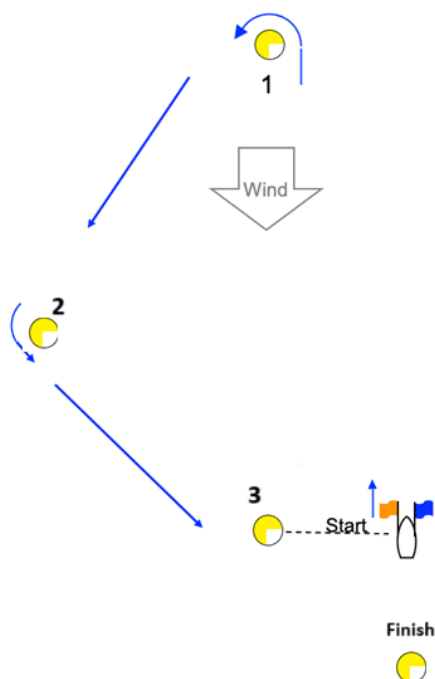
9.2. Echo Course 1: Start – 1 – 2 – Finish

Echo Course 2: Start – 1 – 2 – 1 – 2 - Finish



9.3. Foxtrot Course 1: Start – 1 – 2 – 3 - Finish

9.4. Foxtrot Course 2: Start – 1 – 2 – 3 – 1 – 2 – 3 – Finish



10. MARKS AND RESTRICTED AREAS

Echo Course

10.1. Marks 1 and 2 will be inflatable orange tear drop buoys.

10.2. The Start / Finish pin mark will be a n inflatable Yellow Tear drop buoy.

10.3. Boats should not sail through the start/finish line unless starting or finishing the race.

Foxtrot Course

10.4. Marks 1, 2 and 3 will be inflatable orange tear drop buoys.

10.5. The Start / Finish pin marks will be inflatable Yellow tear drop buoys.

11. THE START

11.1. The start line will be between the flagstaff displaying an Orange Flag on the Committee Vessel at the starboard end of the line and the Start pin mark at the port end.

11.2. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes. The starting area is defined as a rectangle 50 metres from the starting line and marks in all directions.

12. THE FINISH

12.1. The finish line will be between the flagstaff displaying an Orange Flag on the Committee Vessel at the starboard end of the line and the Finish pin mark at the port end.

13. TIME LIMITS AND TARGET TIMES

13.1.

Class	Time Limit	Finish Window	Target Time
All Classes	25	10	15

13.2. Boats which are still deemed to be racing by the race committee but are outside the Finish Window may be directed to return to the start area or other location without crossing the finish line.

13.3. Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

14. HEARING REQUESTS

14.1. Refer to World Sailing Introductory Rules of Racing, Rule 10 - see Addendum B. The designated Advisors are the event appointed coaches.

14.2. Protest hearings will not be conducted for Green Fleet.

14.3. In the case of an incident resulting in damage to boats, an incident form will be provided for parties to use for insurance purposes.

15. SAFETY REGULATIONS

15.1. Competitors shall wear lifejackets at all times while afloat, except briefly while changing or adjusting clothing or personal equipment.

15.2. Boats not leaving the beach for a scheduled race shall promptly notify the On Shore Manager.

15.3. Before leaving to race on each scheduled race day or session, the skipper shall sign on at the main marquee.

15.4. Within 30 mins of returning ashore after the last race of the day, the skipper shall sign off at the main marquee.

15.5. Failure to sign off within the protest time limit will result in that boat receiving a scoring penalty for the last race in the session. This changes RRS 63.1 and A5.

15.6. A boat that retires from racing shall notify a Support Vessel before leaving the racing area, or, if that is not possible, shall notify the On Shore Manager as soon as possible after returning ashore.

15.7. Race Committee vessels may retrieve boat crews and return them to their boats for safety reasons.

16. REPLACEMENT OF CREW

16.1. Substitution of competitors will not be allowed.

17. OFFICIAL VESSELS

17.1. Official vessels may carry the KBSC burgee.

18. SUPPORT TEAMS

18.1. All support person vessels shall be registered for the event via the [official website](#). The organising authority may refuse registrations and accept late registrations at their discretion.

18.2. Support teams, including all support persons and support person vessels, shall comply with the support

team regulations listed in Addendum C – Support Person Vessel Regulations

- 18.3. For the purposes of these regulations, a support boat includes any boat that is under the control or direction of a person who is or may provide physical or advisory support to an athlete, including the gathering of data that may be used at a later time.
 - 18.4. The Organising Authority may inspect boats at any time to ensure that they comply with these regulations, and the person responsible for the boat shall facilitate such inspection.
 - 18.5. Only registered support boats will be allowed into the sailing venue. (Allocated berths or area will be provided at registration)
 - 18.6. When not in use, support boats shall be appropriately berthed as directed by the Organising Authority in the allocated areas for support boats.
 - 18.7. The Race Committee will appoint coaches for the fleets. Only event-appointed coach boats may enter the racing area. Only event-appointed coaches are permitted to have direct interaction with competitors during each racing session.
19. **EVENT ADVERTISING**
- 19.1. Boats shall display advertising for event sponsors in accordance with the [World Sailing Advertising Code](#), supplied by the Organising Authority as follows: All entrants will be supplied with two Zhik stickers.
 - 19.2. A Zhik sticker is to be applied to the hull of each boat on either side of the bow.

SI ADDENDUM A – RACING AREAS





Introductory Rules for Racing

Version 1.01 - February 2008

Some Explanations

Windward and Leeward: The *leeward* side of your boat is the side where your mainsail lies. The *windward* side is the other side.

Port and Starboard tack: You are on *port* or *starboard tack* according to your *windward* side.

Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

Basic Rules

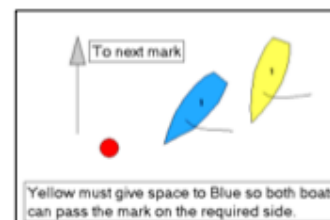
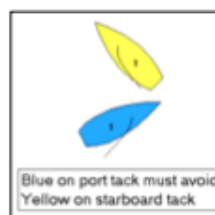
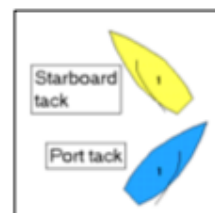
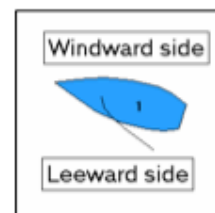
1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

Rules When Boats Meet

3. When you and the other boat are on opposite *tacks*, if you are on *port tack* you must avoid the boat on *starboard tack*.
4. When you and the other boat are on the same *tack*, you must avoid the other boat
 - (a) if she is in front of you, or
 - (b) if she is on your *leeward* side.
5. After starting, when you and the other boat approach a mark or an object that both boats need to avoid, and the other boat is between you and the mark or other object, you must give her sufficient space to pass it safely on the same side. However, when the boats are on opposite tacks at a windward mark, this rule does not apply.
6. When the other boat is required to avoid you, if you change course, you must give the other boat an adequate opportunity to avoid you.

Other Rules

7. At the starting signal you must be behind the starting line.
8. After the starting signal, you must sail the course described by the race organizers.
9. You must not touch a mark of the course.
10. If you think you or another boat has broken a rule or if you are unclear about the rules at any time during the race, you must describe the incident to the *advisor* after the race. The *advisor* may then add two points to the score of any boat that has broken a rule. If the offence is serious, the *advisor* may add extra points to the boat's score.



Responsibilities of Race Organizers

- (a) To run fair, enjoyable and safe races.
 - (b) To inform all the competitors about the sequence of starting signals, the starting and finishing lines, the course to be sailed and the marks to be rounded.
 - (c) To score each boat points equal to her finishing position, after adjusting for handicaps when appropriate.
 - (d) To appoint an *advisor* on the rules and procedures for racing.
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Introduction and Use

These rules are designed to stand on their own so that sailors who are starting to race can compete using only these few rules and without the need to learn the many details of the ISAF Racing Rules of Sailing (RRS). They are appropriate for small boats in sheltered waters; they are not intended for boats over 6 metres (20 feet) long when an experienced person should be alongside and able to instruct the novice helm. These rules are compatible with the principles and fundamental rules in the RRS. However, they are neither a guide to nor an abbreviated form of the RRS.

The rules are intentionally minimalist and they omit as many complications of the RRS as possible. They are written for sailors who are starting to race and with no more than 2 years of racing experience. After this period these sailors should be encouraged to sail races under the Racing Rules of Sailing.

Boats racing under these rules should race on their own course and should not share the course area or marks with boats racing under the RRS.

Unlike normal racing, there is an obligation on the race organisers to verbally brief all competitors about the marks, the course and all relevant race management matters.

The role of rules advisor is a vital part of teaching the rules. Ideally the rules advisor should be afloat and should watch the racing but, as a minimum, the advisor must be available for discussion immediately the sailors return ashore. The rules advisor may be the same person as the race officer.

The standard penalty for breaking a rule is necessarily small at this learning stage and the difficulties of penalty turns are avoided. As it is only the advisor that imposes a penalty, possible pressure on a less confident competitor while racing is avoided. Note this two place penalty applies to all errors (including starting and course errors) although there is provision for increasing the penalty to avoid any advantage being gained from the error.