



Sailing Instructions

2026 ILCA Oceania & Australian Open & Youth Championships

1 - 8 January 2026

(Published: 22/12/2025)

Amended 1/1/2026

Incorporating:

2026 Open & Youth ILCA 7 Championship

2026 Open & Youth ILCA 6 Championship

2025 Open & Youth ILCA 4 Championship

Venue: Royal Yacht Club of Tasmania

Organising Authority: Royal Yacht Club of Tasmania (RYCT), Tasmania ILCA (TASILCA), ILCA Australia (AusILCA) and ILCA Oceania

1. RULES

- 1.1 The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS 2025-2028).
- 1.2 No National Authority prescriptions will apply.
- 1.3 ILCA class rule 7(a) is restricted as follows: "Only one competitor shall be on board whilst racing. The competitor shall be named on the entry form."
- 1.4 Electronic Equipment:
 - 1.4.1 The ILCA class rules specifically ban the use of any electronic equipment other than a compass and timing device. This ban includes all timing devices or electronic compasses which can transmit, receive, calculate or store information on wind speed, wind direction, boat speed or boat positioning.
 - 1.4.2 In accordance with ILCA By-Law 1 Part 3 para 22 Compass, Electronic Equipment and Timing Devices, heart rate monitors with functionality restricted to logging only are allowed.
 - 1.4.3 During Measurement, competitors are required to declare that:
 - 1.4.3.1 Any heart rate monitors which they may use are restricted to logging only pursuant to Class Rule 22 and;
 - 1.4.3.2 Their timing devices do not have any functionality beyond normal timing functions.
 - 1.4.4 Competitors are **strongly encouraged** to consult their manufacturer's guide and a Technical Committee representative to ensure compliance with SI 1.4 prior to submitting their declaration.
- 1.5 Appendix P, Special Procedures for Rule 42, will apply as amended in SI 15.
- 1.6 Appendix T, Arbitration, will apply.
- 1.7 In all rules governing this event:
 - 1.7.1 **[NP]** denotes a rule that shall not be grounds for protests by a boat and for which the International Jury may refuse to hold a hearing. This changes RRS 60.1.
 - 1.7.2 **[SP]** denotes a rule for which the race committee or technical committee may apply a standard penalty without a hearing or ~~a discretionary penalty may be applied~~ by the international jury with a hearing. However, the race committee or technical committee may protest a boat if it considers a standard penalty is inappropriate. A boat that has been penalised with a standard penalty shall neither be protested by another boat for the same incident nor can another boat request redress for this committee action. This changes RRS 60.1, and A5.
 - 1.7.3 **[DP]** denotes ~~a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing, or~~ a discretionary penalty applied by the International Jury with a hearing (this changes RRS A5); and decisions of the international jury will be final as provided in RRS 70.3.
- 1.8 **[NP] [DP]** All competitors and support persons shall follow any reasonable instructions given by a race official.
- 1.9 Pursuant to Racing Rule 40.2(c), Racing Rule 40.1 relating to the wearing of personal flotation applies at all times.

2. COMMUNICATIONS AND IMPORTANT LOCATIONS (Addendum D)

- 2.1 Notices to competitors will be posted online on the Official Notice Board (ONB) here: <https://sailingresults.net/sa/notice/default.aspx?ID=E1969135>
- 2.2 Secondary to the Official noticeboard "instant messaging" system within the Sailing Results race management system may be used to notify skippers of timely information, confirmation of days course, Protest Time limit etc.
- 2.3 Important locations (Refer Site Map at Addendum D):

	Location
Official Notice Board	ONB (Hardcopy Notice Board at RYCT Sailing Office)
Regatta Office	Demountable Office on RYCT Hardstand.
Equipment Inspection	Marquee on RYCT Hardstand
Hearing Room	Office building at rear of storage compound

- 2.4 **[DP]** While afloat, a competitor shall not carry equipment capable of making or receiving voice or data transmissions, except for equipment provided by the organising authority.

3. [DP] [NP] FLEET IDENTIFICATION

- 3.1 If racing in split fleets, each boat shall display a coloured band (yellow or blue) corresponding to the fleet to which she has been assigned as advised on the ONB. The band shall be placed on the bottom mast between the boom vang fitting and the boom.
- 3.2 ILCA 4 and ILCA 6 competitors will be notified of daily fleet assignments via the ONB by 2000 on the day before it will take effect.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted no later than 2 (two) hours before the warning signal of the race on the day it will take effect except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

5. [DP] REGISTRATION, BOATS & EQUIPMENT INSPECTION

Refer Site Map at Addendum D

- 5.1 Each competitor shall register at the race office and complete all required registration and equipment inspection formalities before racing. A competitor who does not complete all required registration and equipment formalities will not be entered to the event pursuant to RRS 75.
- 5.2 Information on equipment inspection will be posted on the ONB. Boats shall be presented with all equipment that shall be used in the event, with the bottom mast, boom and all control lines rigged and with the sail and top section derigged ready for inspection.
- 5.3 Equipment inspection will take place at the marquee on the RYCT hardstand. Competitors are to present according to the schedule posted on the ONB.
- 5.4 Equipment inspection outside these times will only be possible at the discretion of the technical committee and on payment of AUD 20.
- 5.5 Equipment, including wet clothing may be inspected at any time for compliance with the class rules and the sailing instructions according to the following procedures:
- 5.5.1 A competitor may be instructed by the technical committee, either ashore or on the water, to proceed immediately to the inspection area for inspection.
- 5.5.2 Until permission is given by the technical committee, a competitor once instructed to proceed for inspection, shall have no unauthorised contact with any support person, no person shall join or leave the boat, no equipment or other item shall be taken on or off that boat and the boat shall not leave the inspection area.
- 5.6 In the event of damage, hulls and equipment listed in NOR 8.2 may only be replaced with the written permission of the technical committee. If the damage occurs between 2 (two) hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the technical committee, international jury or race committee and the written permission of the technical committee shall be applied for before the end of the protest time limit at the end of the day in which the replacement takes place.

6. SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed at the official flagpole at the corner of the RYCT dinghy storage compound.
- 6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP. This changes RRS Race Signals.
- 6.3 **[SP] [NP]** A boat shall not leave shore until flag D is displayed ashore along with her relevant class flag.

- 6.4 The warning signal will be made not less than the time 30 minutes after flag D is displayed or not before the schedule time, whichever is later.

7. FORMAT OF RACING

- 7.1 The ILCA 7 entries will be single fleet series formats with no qualifying series.
 7.2 The ILCA 6 entries will be divided into two fleets and will sail a qualifying series and a final series in accordance with the Qualifying and Final series format in Addendum C to these sailing instructions.
 7.3 The ILCA 4 entries will be divided into two fleets and will sail a qualifying series and a final series in accordance with the Qualifying and Final series format in Addendum C to these sailing instructions.
 7.4 12 races are scheduled over 6 days, with 2 races per day.

8. CLASS FLAGS

- 8.1 The class flag for the ILCA 7 will be a white flag with an ILCA emblem.
 8.2 The class flag for the ILCA 6 will be a green flag with an ILCA emblem.
 8.3 The class flag for the ILCA 4 will be a yellow flag with an ILCA emblem.
 8.4 Warning flags will be the class flag. ILCA 6 and ILCA 4 classes will have an additional coloured flag (yellow or blue) displayed with the warning flag corresponding to a boat's fleet identification coloured band.

9. SCHEDULE

- 9.1 Event Schedule:

Date	Time	Event
1 January	0900 - 1700	Registration, Equipment Inspection/Measurement
2 January	0900 - 1700	Registration, Equipment Inspection/Measurement
	1130	Competitor Meeting
	1330	Practice race
	Welcome function	1700 RYCT clubhouse
3 January	1300	<u>ALPHA course:</u> ILCA 7 – 2 races back-to-back ILCA 6 – 2 races back-to-back (Qualifying series)
	1330	<u>BRAVO Course:</u> ILCA 4 – 2 races back-to-back (Qualifying series)
4 January	1300	<u>ALPHA course:</u> ILCA 7 – 2 races back-to-back ILCA 6 – 2 races back-to-back (Qualifying series)
	1330	<u>BRAVO Course:</u> ILCA 4 – 2 races back-to-back (Qualifying series)
5 January	0830	ILCA Oceania AGM @RYCT – All welcome
	0900	AUS ILCA AGM @RYCT – All welcome
	1300	<u>ALPHA course:</u> ILCA 7 – 2 races back-to-back ILCA 6 – 2 races back-to-back (Qualifying series)
	1330	<u>BRAVO Course:</u> ILCA 4 – 2 races back-to-back (Qualifying series)
6 January	1300	<u>ALPHA course:</u> ILCA 7 – 2 races back-to-back ILCA 6 – 2 races back-to-back (Qualifying/final series, if 6 qualifying races have been sailed)
	1330	<u>BRAVO Course:</u> ILCA 4 – 2 races back-to-back (Qualifying/final series, if 6 qualifying races have been sailed)
7 January	1300	<u>ALPHA course:</u> ILCA 7 – 2 races back-to-back ILCA 6 – 2 races back-to-back (Qualifying/final series, if 6 qualifying races have been sailed)

	1330	have been sailed) <u>BRAVO Course:</u> ILCA 4 – 2 races back-to-back (Qualifying/final series, if 6 qualifying races have been sailed)
8 January	1300	<u>ALPHA course:</u> ILCA 7 – 2 races back-to-back ILCA 6 – 2 races back-to-back (Qualifying/final series, if 6 qualifying races have been sailed)
	1330	<u>BRAVO Course:</u> ILCA 4 – 2 races back-to-back (Qualifying/final series, if 6 qualifying races have been sailed)
	1830	Presentation at RYCT clubhouse

- 9.2 The schedule may be changed to sail more than 2 races a day, when behind schedule or when conditions forecast for the following day indicate that races scheduled for that day may not be completed. However, no more than 3 races will be sailed in a day.
- 9.3 On the last day of the championship, no warning signal will be made after ~~1530~~ 1600.

10. RACING AREAS

- 10.1 Addendum A shows the racing areas. The racing area is defined as an area extending 100 metres beyond the entire course in which a boat would normally sail while racing.

11. COURSES

- 11.1 Addendum B shows the course designations, the order in which marks are to be rounded, and the side on which each mark is to be left.
- 11.1.1 Inner or outer courses (O2 or I2) will be designated on a board on the Race Committee Vessel located on the starboard end of the start line and displayed before or with the warning signal.
- 11.2 A leeward gate may be replaced by a single mark. In this case the mark shall be left to port.
- 11.3 To change the next leg of the course, the Race Committee will (a) lay a new mark, or (b) move the finishing line, or (c) move a leeward gate. When a new mark is laid, the original mark will be removed as soon as possible. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. This changes RRS 33.

12. MARKS

- 12.1 The marks are described as follows:

Alpha Course: ILCA 7 & 6

Marks	Description
Starting Marks	Race committee vessels displaying orange flags
Course Marks 1, 2, 3s, 3p, 4s, 4p & 5	Yellow inflatables
Change marks	Orange inflatables with black bands
Finish Mark	Race committee vessel displaying a blue flag at the starboard end and a black & white chequered inflatable at the port end.

Bravo Course: ILCA 4

Marks	Description
Starting Marks	Race committee vessels displaying orange flags
Course Mark 1, 2, 3s, 3p & 5	Orange inflatables
Course Marks 4s & 4p	Yellow inflatables
Change Mark1	Yellow inflatable with a red band

Change Mark 2	Yellow inflatable with a blue band
Finish Mark	Race committee vessel displaying a blue flag at the starboard end and a black & white chequered inflatable at the port end.

13. THE START

- 13.1 To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound signal at least 5 minutes before a warning signal is made.
- 13.2 The warning signal for each succeeding race will be made not less than 5 minutes after the starting signal of the previous race.
- 13.3 The starting line will be between the staffs displaying orange flags on the starting vessels.
- 13.4 **[DP] [NP]** Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 13.5 A boat starting later than 4 minutes after her starting signal will be scored did not start (DNS) without a hearing. This changes RRS A4 and A5.
- 13.6 Races will be started using either RRS 30.3 (U Flag Rule), or RRS 30.4 (Black Flag Rule).
- 13.7 RRS 30.4 (Black Flag Rule) is supplemented as follows:
- 13.7.1 Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area defined in SI 10.1 before the new preparatory signal. If she fails to do so, she will be scored DNE.
- 13.7.2 For the purposes of RRS 30.4 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race.

14. THE FINISH

The finishing line will be between a race committee vessel displaying a blue flag at the starboard end and a black and white chequered inflatable mark at the port end.

15. PENALTIES

- 15.1 Appendix P will apply with the following changes:
- 15.1.1 If a first penalty is signalled after a boat has crossed the finish line, the penalty will be a 10% Scoring Penalty calculated as stated in RRS 44.3(c).
- 15.1.2 RRS P4 is replaced with "An action by the jury under RRS P1.2 shall not be grounds for a request for redress by a boat under RRS 61.1(a). The jury may initiate a redress hearing and may give redress for an action under RRS P1.2 by a member of the jury or its designated observer".

16. TIME LIMITS AND TARGET TIMES

- 16.1 Time limits and target times in minutes are as follows:

	<i>Race Time Limit</i>	<i>Finish Window</i>	<i>Race Target Time</i>
ILCA 7	90	20	50
ILCA 6	90	20	50
ILCA 4	80	20	40

- 16.2 Boats failing to finish within the time stated in the Finish Window, after the first boat sails the course and finishes will be scored Did Not Finish (DNF). This changes RRS 35, A4 and A5.
- 16.3 **[NP]** Failure to meet the target time will not be grounds for redress under RRS 61.4(b)(1)

17. HEARING REQUESTS, ENQUIRIES AND PENALTIES

- 17.1 The protest time limit for each class is 60 minutes after either (a) the last boat of the relevant class finished the last race of the day, or (b) the Race Committee signals no more racing today, whichever is later.
- 17.2 Hearing request forms and scoring enquiry forms are available r electronically on the ONB.
- 17.3 Notices will be posted within 30 minutes of the protest time limit for each fleet to inform competitors of hearings in which they are parties or named as witnesses.
- 17.4 Hearings will be held in the Hearing Room.
- 17.5 In RRS 61.2(b)(2) change 'On the last scheduled day of racing...' to 'On the last day of a series ...'.
- 17.6 A list of boats which have been penalised for breaking RRS 42 will be posted on the ONB after racing each day.
- 17.7 Only the technical committee may protest a boat for an alleged breach of the class rules, rules of RRS Part 4 Section B or RRS Appendix G. This changes RRS 60.1, 60.4(b) and 60.4(c).
- 17.8 [SP] If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 30% of the score for did not finish rounded to a whole number (rounding 0.5 upward) will, without a hearing, be added to the boat's score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DNF. This changes RRS A5.
- 17.9 [SP] If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by SI 5.6 the competitor will be disqualified without a hearing from the last completed race when the change was used. This changes and RRS A5.
- 17.10 [DP] Penalties for any other breach of class rules are at the discretion of the international jury and may be less than disqualification.
- 17.11 The scoring abbreviation for a penalty imposed under SI 17.8 and 17.9 will be SCP.

18. SCORING

- 18.1 A minimum of four (4) races is required to be completed to constitute the championship.
- 18.2 A boat's series score will be the total of her race scores excluding her worst score(s) as follows:
- | <i>Races completed</i> | <i>Discards</i> | <i>Comments</i> |
|------------------------|-----------------|---------------------------|
| 1-5 | 0 | No discard |
| 6 | 1 | Worst score excluded |
| 10 | 2 | Worst two scores excluded |
- 18.3 All division prizes will be awarded based on the ranking of competitors in the overall results of the applicable Class.

19. [DP] [NP] SAFETY [SP]

- 19.1 When going out to race, each competitor intending to race shall personally SIGN ON against their name and/or sail number via the ONB.
- 19.2 On returning ashore, even after the display of AP/H, AP/A, N/H or N/A when no race has been completed after launching, each competitor shall personally SIGN OFF against their name and/or sail number, as soon as reasonably possible.
- 19.3 The skipper of a boat who retires or does not intend to continue racing is required to SIGN OFF immediately on return to shore.
- 19.4 Failure to SIGN ON will result in a 3-point penalty for the next race completed even if no race is completed on the day of the infringement.
- 19.5 Failure to SIGN OFF will result in a 3-point penalty for the last race completed even if no race is completed on the day of the infringement.

- 19.6 Only one 3-point penalty for infringements of SI 19.4 and SI 19.5 will be applied by Race Committee without a hearing to any one race on the day. A competitor shall not be scored worse than a disqualified competitor. This changes RRS A5.
- 19.7 A competitor who retires from a race shall notify a race committee, safety or jury vessel as soon as reasonably possible and shall inform the race office immediately after returning to the shore.
- 19.8 Competitors not racing for any of the racing days shall inform the race office as soon as possible. Refer SI 2.3.
- 19.9 When the race committee displays flag V with repetitive sounds, all official and support vessels shall monitor the race committee VHF channel 10: Alpha Course or Channel 13: Bravo Course for instructions and assist in search and rescue operations. This changes RRS37.
- 19.10 Competitors shall comply with the following harbour by-laws: Must give way to vessels under pilotage. Identified by Code Flag H.

20. OFFICIAL VESSELS

- 20.1 Official vessels will be marked as follows:

Vessel	Flag
Jury	White flag with the word JURY in black letters
Race Committee	White flag with A (Alpha Course) or pink flag with B (Bravo Course)
Principal Race Officer	A black flag with white letters PRO
Technical Committee	Green flag with black letters TC
Press, Media	Red flag with black letters MEDIA
Rescue	Light blue flag with black letters RESCUE

- 20.2 Failure of an official vessel to fly an identifying flag shall not be grounds for redress by a boat. This changes RRS 61.4(b)(1).
- 20.3 Actions by the official boats, drones or helicopters shall not be grounds for redress by a boat. This changes RRS 61.4(b)(1).

21. SUPPORT VESSELS

- 21.1 Support persons shall comply with the Support Vessel Regulations. See NOR Rule 13 and NOR Appendix A – *Support Vessel Regulations*.
- 21.2 Support boats shall not move from below mark 5 to the start/finish area when any competitor of any fleet is racing between mark 5 and the finish.
- 21.3 At all times, the registered driver(s) of a support boat shall comply with any directions given by a race official. This includes assisting in rescue operations when requested to do so. Refer RRS 37.
- 21.4 [DP] Boats shall not be towed unless flag T is displayed ashore or on the race committee signal vessel. When flag T is displayed a tow shall not exceed 8 knots. "Towing" includes assisting the propulsion of a competitor vessel by any means of outside assistance including by tow rope, grasping the hull, pushing etc.
- 21.4.1 A breach of SI 21.4 will result in a 3-point penalty for the next race completed even if no race is completed on the day of the infringement.
- 21.4.2 SI 21.4 shall not apply to boats which cannot be sailed due to damage or injury/illness to the sailor.
- 21.5 [DP] The flying of drones in the race area by a coach or support person during a race session is not permitted. A race session is defined as from the first scheduled warning signal of the session to the time the last boat completes the last race of the session or, when the race committee signals no further racing for the session.

22. TRASH DISPOSAL

22.1 Trash may be placed aboard support or official vessels.

23. DISCLAIMER OF LIABILITY

RRS 3 states “The responsibility for a boat’s decision to participate in a race or to continue racing is theirs 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, 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 by drowning, trauma, hypothermia, or other causes.

Competitors participate in this event entirely at their own risk. The organising authority will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the event.

ADDENDUM A –RACE AREAS



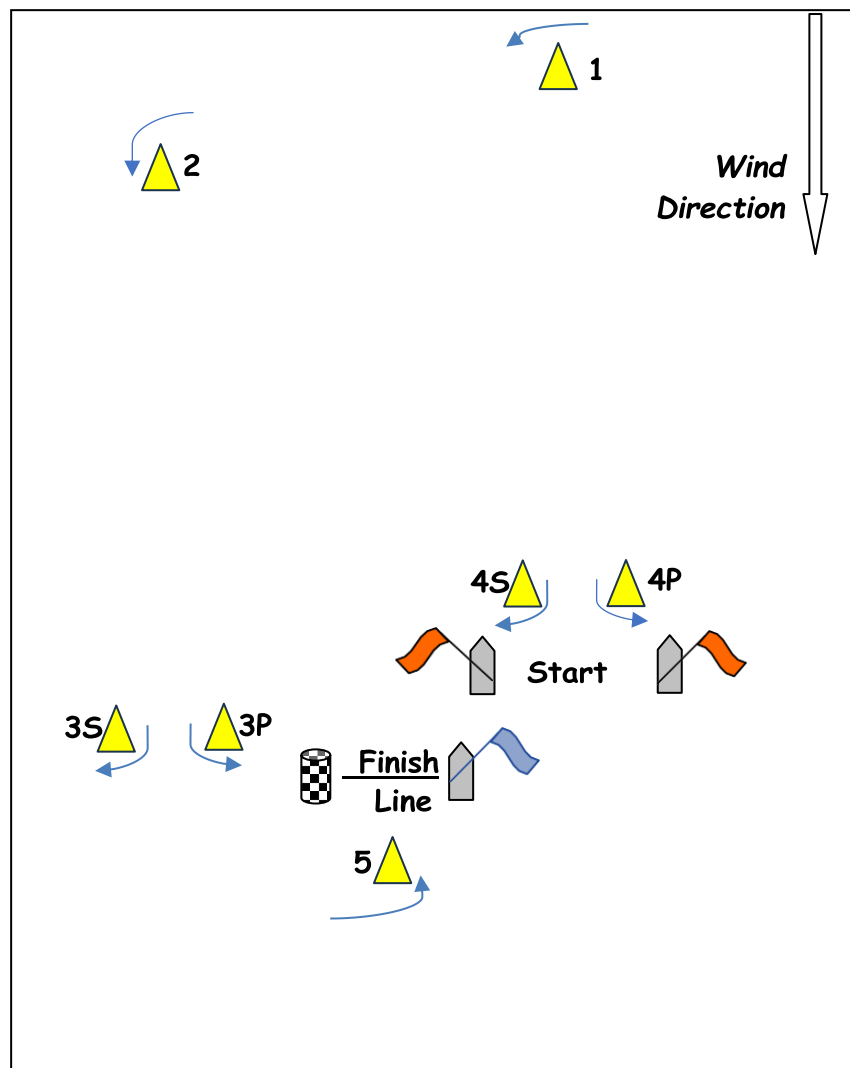
ADDENDUM B – COURSE DESIGNATIONS:

Alpha Course – ILCA 7 & ILCA 6

The diagram shows the courses, the order in which marks are to be rounded and the side on which each mark is to be left. The leg between marks 3S/3P and mark 5 may be laid shorter than the leg between mark 1 and mark 2 so that the finish line is not directly to leeward of the start line.

O2: START – 1 – 2 – 3s/3p – 2 – 3p – 5 – FINISH

I2: START – 1 – 4s/4p – 1 – 2 – 3p – 5 – FINISH



Bravo Course – ILCA 4

The diagram shows the courses, the order in which marks are to be rounded and the side on which each mark is to be left. The leg between marks 3S/3P and mark 5 may be laid shorter than the leg between mark 1 and mark 2 so that the finish line is not directly to leeward of the start line.

O2: START – 1 – 2 – 3s/3p – 2 – 3p – 5 – FINISH
I2: START – 1 – 4s/4p – 1 – 2 – 3p – 5 – FINISH



ADDENDUM C – QUALIFYING AND FINAL SERIES FORMATS

1. Practice Race

- 1.1 For the practice race, ILCA 6 and ILCA 4 entries will be assigned to two fleets of, as near as possible, equal size.
- 1.2 ILCA 6 and ILCA 4 assignments will be random as determined by the scoring system and will be posted by 2000 on 1 January 2025.

2. Qualifying Series

- 2.1 Boats will be assigned to two fleets of, as near as possible, equal size.
- 2.2 Initial ILCA 6 and ILCA 4 assignments will be posted by 2000 hours on 2 January 2025.
- 2.3 ILCA 6 and ILCA 4 boats will be reassigned to two fleets after each day of racing, except if on the first day only one race is completed. If both fleets have completed the same number of races, boats will be reassigned based on their ranks in the series. If both fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion which have been completed by both fleets.
- 2.4 Reassignments will be made as follows:

	Two fleet format
Rank in Series	Fleet Assignment
1st	1
2nd	2
3rd	2
4th	1
5th	1
6th	2
7th	2
8th	1
9th	1
And so on	

- 2.5 Reassignments will be based on the ranking available at 1900 that day regardless of protests or requests for redress not yet decided.
- 2.6 If both fleets have not completed the same number of races by the end of a day, the fleet with fewer races will continue racing the following day until both fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.7 If at the end of the qualifying series a qualifying series fleet has more race scores than the other, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

3. Final Series

- 3.1 ILCA 6 and ILCA 4 boats will be assigned to final series fleets based on their ranks in the qualifying series.
- 3.2 There will be two ILCA 6 and two ILCA 4 fleets in the final series.
- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver Fleet is not larger than the Gold Fleet.
- 3.4 ILCA 6 and ILCA 4 boats with the best qualifying series ranks will race all final series races in the Gold Fleet; boats with the next best qualifying series ranks will race in the Silver Fleet.
- 3.5 Any recalculation of qualifying series ranking after ILCA 6 and ILCA 4 boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.6 Different final series fleets need not have completed the same number of final races. The boats in the Gold Fleet will be ranked highest, except for a boat disqualified from a final series race under RRS 6 or 69.

ADDENDUM D – RYCT Site Map

