



THE ROYAL
YACHT CLUB
OF TASMANIA



2026 Musto Australian Optimist Championship

9 – 15th January 2026

Sailing Instructions – **Green Fleet**

Including [Amendment 1 \(9/1/2026\)](#)

[Amendment 2 \(12/1/2026\)](#)

Organising Authority

Australian International Optimist Dinghy Association

In conjunction with the Royal Yacht Club of Tasmania

MUSTO

Abbreviations

[DP] denotes a rule for which the penalty is at the discretion of the Jury.

[NP] denotes that a breach of this rule will not be grounds for a protest by a boat. This changes RRS 60.1.

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing. This changes RRS 60.5(a) and RRS Appendix A5.

1. Rules

- 1.1. Green Fleet will be governed by the 'Introductory Rules for Racing' (see Attachment 3).
- 1.2. The current prescriptions and special regulations of Australian Sailing Part 2 for Off the Beach Boats will apply.
- 1.3. For this event the 'Advisors' shall be the appointed event coaches and the Race Officer.
- 1.4. The 'Advisors' may refer allegations of poor sportsmanship to the Jury who may deal with the matter using the provisions of Rule 2 or Rule 69 of the Racing Rules of Sailing.

2. Communication with Competitors

- 2.1. All notices to competitors will be posted on the Official Notice Board online on the event website www.optimist.org.au/nationals.
- 2.2. Secondary to the Official noticeboard "instant messaging" system WhatsApp may be used to notify skippers of timely information, confirmation of days course, Protest Time limit etc. the group can be joined at: <https://chat.whatsapp.com/ESDC8NKBe6i3i1wNi5svPO>
- 2.3. [DP] A boat that is racing shall not carry a device capable of transmitting or receiving communication that is not freely available to all boats.
- 2.4. The radio channel for the Green Fleet will be VHF Ch. 13.

3. Code of Conduct

- 3.1. Sailors, parents, team members and officials shall observe the codes of conduct available on the regatta website. The organising authority will adopt a zero tolerance policy to breaches of the codes of conduct. <https://www.optimist.org.au/nationals/official-notice-board>.

4. Changes to the Sailing Instructions

- 4.1. Any change to the sailing instructions (SIs) shall be posted no later than 2 hours before the warning signal on the day it shall take effect, except that any change to the schedule of races will be posted by 1900 hours on the day before it will take effect.

5. Signals Made Ashore

- 5.1. Signals made ashore will be displayed on the flagpole located at the corner of the RYCT Dinghy Storage. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- 5.2. [DP] Flag D with one sound means 'The warning signal will be made not less than 30 minutes after D is displayed. Boats shall not launch until this signal is made.'

6. Schedule of Races

6.1. The schedule is as per the following table:

Date	Event	Open
Friday 9 January	Official Arrival Day Registration and Measurement Welcome function	1000-1700 1830
Saturday 10 January	Green Fleet Coaches session Racing Session	1130 1300
Sunday 11 January	Green Fleet Coaches session Racing Session	1130 1300
Monday 12 January	Green Fleet Coaches session Racing Session	1130 1300
Tuesday 13 January	Green Fleet Coaches session Racing Session	1130 1100 1300 1200
Wednesday 14 January	Green Fleet Coaches session Racing Session	1130 1300
Thursday 15 January	Official Departure Day Green Fleet Coaches session Racing Session Closing & Presentation Ceremony	1030 1200 Approx 1700

- 6.2. A maximum of 20 races may be sailed, with a maximum of 4 races per day. The race committee may conduct multiple racing sessions each day.
- 6.3. **The coaches may also incorporate fun activities and games into the program to ensure it is not all about competition.**
- 6.4. On the last day of the regatta no warning signal will be made after 1500 hours.

7. Class Flags

- 7.1. The class flag shall be a green flag with a white Optimist logo.
- 7.2. All boats shall display a green ribbon tied and free to fly at least 60cm from the top of the sprit. These ribbons will be provided by the Organising Authority at registration.

8. Racing Area

- 8.1. Attachment 1 shows the location of the racing areas.

9. The Course

- 9.1. The diagram in Attachment 2 shows the course including the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2. The course to be sailed will be displayed via a course board on the committee vessel.

10. Marks

- 10.1 The marks are described in Attachment 2.

11. The Start & Finish

- 11.1. The starting and finishing lines shall be between a staff displaying an orange flag on the committee vessel at the starboard end and the port end start/finish mark.

12. Penalty System

- 12.1. The penalty system shall be as per the Introductory Rules for Racing (see Attachment 3).
- 12.2. Coaching of Green Fleet skippers while racing is permitted only by the appointed event coaches. However, coaching shall be limited to skippers in the bottom third of the fleet in any given race to assist them to finish the course where they otherwise may not.
- 12.3. Only coaches who are Organising Authority appointed Green Fleet Coaches will be allowed to coach competitors during a racing session. All other coach and support boats must not come within 100m of boats during any racing session. Violation of this instruction may result in any penalty which the Jury deems appropriate.

13. Time Limit

- 13.1. Boats deemed to be still racing by the Race Committee, but failing to finish within 10 minutes after the first boat sails the course and finishes may be finished on course.

14. Protests and Requests for Redress

- 14.1. Refer to clause 10 in Attachment 3.

15. Scoring

- 15.1. Three races are required to be completed to constitute a series.
- 15.2. When five (5) or fewer races have been completed, a boat's series score will be the total of her race scores.
- 15.3. When from six (6) to eleven (11) races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.
- 15.4. When twelve (12) to fourteen (14) races have been completed, a boat's series score will be the total of her race scores, excluding her two (2) worst scores.
- 15.5. When fifteen (15) or more races have been completed, a boat's series score will be the total of her race scores, excluding her three (3) worst scores.
- 15.6. To request the correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form via the online official noticeboard results page.
- 15.7. [SP] Failure to sign on will result in that boat being penalised five (5) points for the first race of the session (but not worse than a DNF). Failure to sign off will result in that boat being penalised five (5) points for the last race of the session (but not worse than DNF).

16. [NP][DP] Safety Regulations

- 16.1. A boat that retires from a race shall notify the race committee as soon as possible.
- 16.2. Competitors who require assistance should blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who in its opinion require assistance, regardless of the wishes of the competitor.

17. [NP][DP] Equipment and Measurement Checks

A boat or equipment may be inspected at any time for compliance with the Notice of Race and the Sailing Instructions.

18. Official and Accredited Vessels

- 18.1. Official vessels will be identified, prominently displayed on a flag or sticker:

Jury Vessels	White flag with black letters J
Race Committee	Pink flag with black letter B
Media	Red flag with black letters MEDIA

19. [NP][DP] Support Vessels

- 19.1. For the purpose of these sailing instructions, spectator and coach vessels shall be classified as support vessels. All support vessels and coach vessels shall be registered with the organising authority. All vessels shall be identified with a numbered flag available at registration upon the completion of the online support/coach boat registration. This shall be prominently displayed such that it is visible from the port/starboard side. At the conclusion of the event all flags are to be returned to the RYCT Regatta Office.
- 19.2. Each coach/support vessel is required to have the appropriate current insurance for their vessel, the support vessel driver must have a current vessel driver's licence. The vessel shall also be equipped with a working VHF radio monitoring channel 77.
- 19.3. All occupants of vessels under 6m in length shall wear a PFD at all times and the operator of all support vessels shall wear a kill chord whilst underway.
- 19.4. Support vessels are not permitted to come within 100m of Green Fleet competitors, unless requested by the race committee, from the time of the first warning signal of a racing session until the racer officer has signalled there will be no more racing in that session.
- 19.5. When flag V (with a long sound signal) is displayed on a committee vessel all support vessels are to remain afloat and assist all sailors until flag V is lowered.

20. [NP][DP] Rubbish Disposal

- 20.1. Rubbish may be placed aboard support and race committee vessels.

21. [NP][DP] Berthing

- 21.1. Boats shall be kept in their assigned areas in the boat park.
- 21.2. As boat trolleys may be shared during the regatta, all trolleys must be in good and serviceable condition and should be clearly marked with name and/or sail number to allow for it to be easily recovered on the last day of the regatta.

22. Prizes

- 22.1. Refer to Notice of Race
- 22.2. Additional prizes may be awarded at the discretion of the Organising Authority.

23. Disclaimer of Liability

- 23.1. Competitors participate in the championship entirely at their own risk. See RRS 3, Decision to Race. 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 regatta. In addition to this the following clauses are applicable:
- 23.2. A boat is entirely responsible for her own safety, whether afloat or ashore and nothing, whether in the Notice of Race or the Sailing Instructions or anywhere else, reduces this responsibility. In this paragraph and the following paragraphs, wherever the context so permits 'boat' includes the helm and their parents or guardians.
- 23.3. Nothing done or omitted to be done by the organisers can reduce the responsibility of the boat nor will make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of taking part in the racing or other parts of the event. The organisers encompass everyone helping to run the events and their associated activities, afloat or ashore and include the Organising Authority, the Race Committee, the race officers, safety and support vessels and beach masters.
- 23.4. The provision of safety vessels does not relieve the boat of its responsibilities.
- 23.5. The fact that the Race Committee conducts inspections of a boat does not reduce the responsibilities of the boat set out in these conditions.
- 23.6. The Race Committee may hold a boat ashore, or require a boat to go ashore at any time when afloat, whether racing or not, if it considers that (a) the boat, the equipment or the clothing of the helm, or (b) the physical condition of the helm is not adequate for conditions.

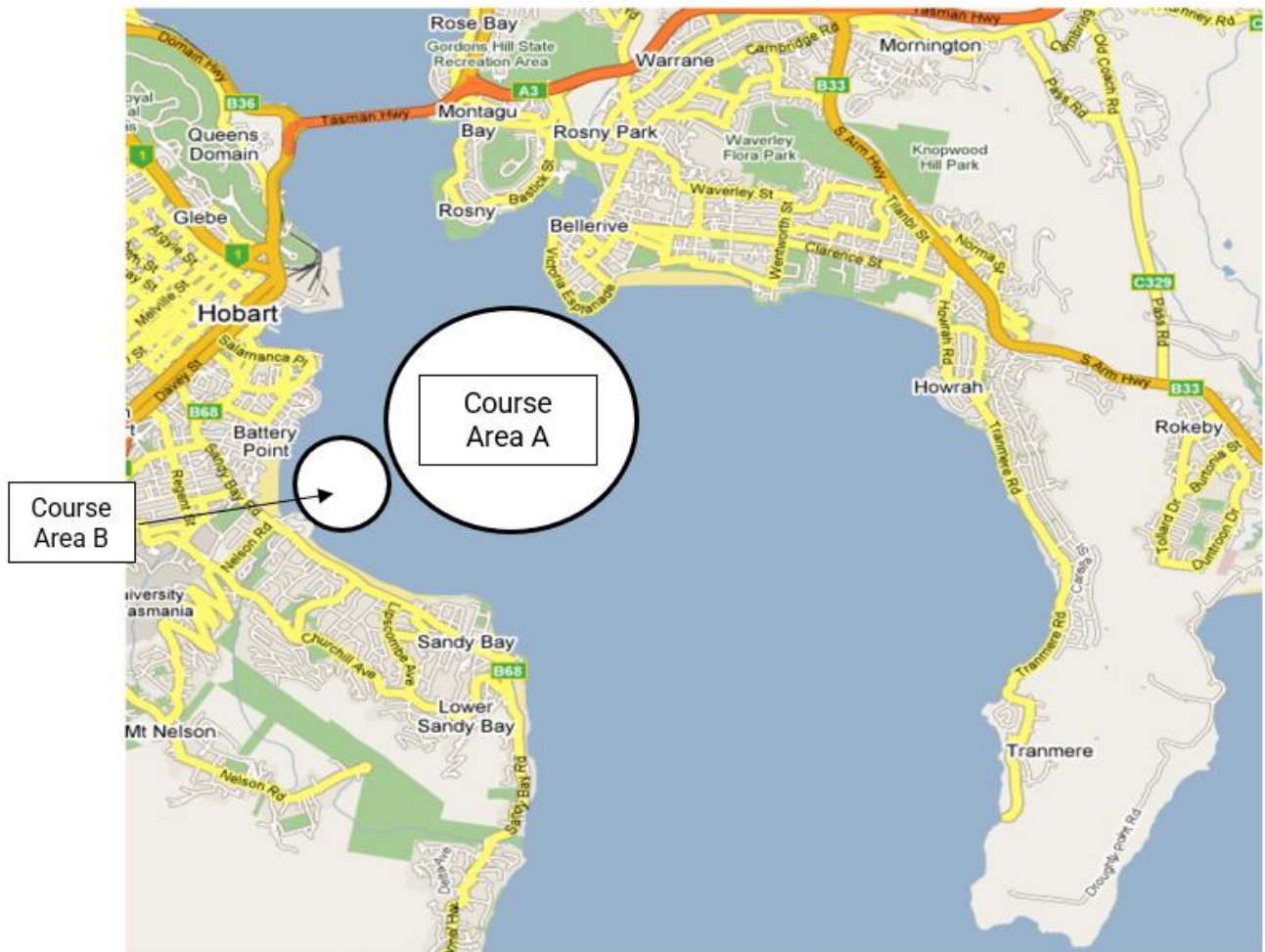
24. Insurance

All boats shall have third party insurance cover of not less than AUD 5 Million (recommended AUD 10 Million or the equivalent thereof in any other convertible currency) per incident. All owners/competitors who sign the entry forms are deemed to have made a declaration that they hold such cover. Owners/competitors not holding this cover shall withdraw their entry. The skipper of each boat must be able to display proof of cover if requested to do so.

Attachment 1: The Championship Course Areas

REGATTA SITE & COURSE AREAS (indicative only)

Course Area A- Open & Intermediate Fleets
Course Area B- Green Fleet



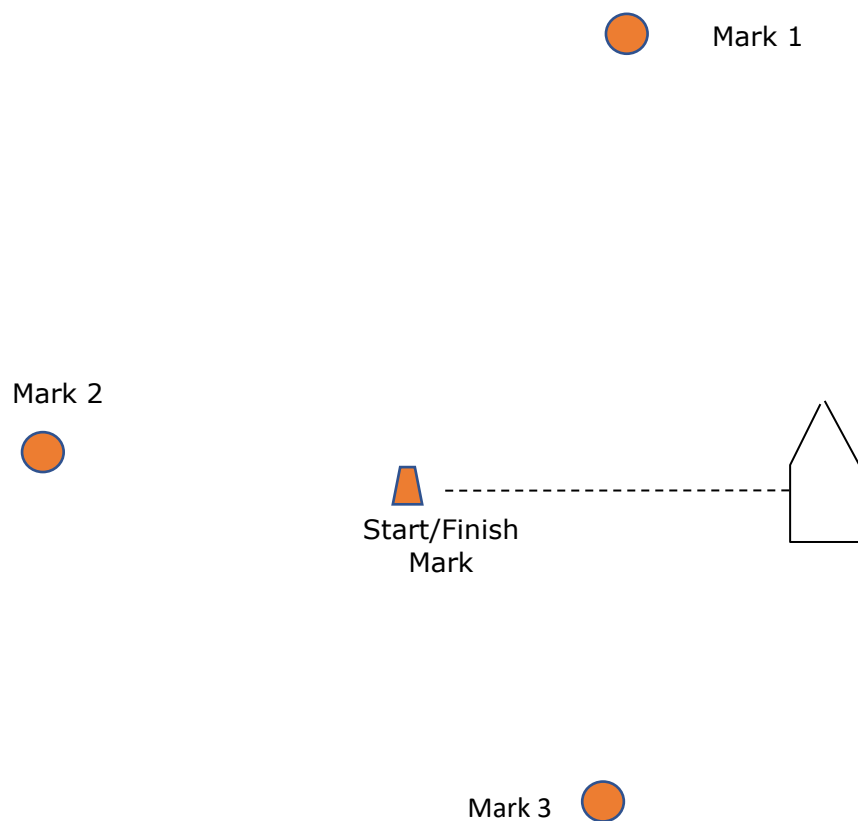
Attachment 2- Course & Mark Description

Optimist Green Fleet

All marks to be left to port

Course 1: Start – Mark 1 – Mark 2 – Mark 3 – Finish

Course 2: Start – Mark 1 – Mark 2 – Mark 3 – Mark 1 – Mark 2 – Mark 3 – Finish



Mark Description	
Marks 1, 2 & 3	Orange and white inflatable buoys
Start/Finish Starboard End	Race Committee Vessel
Start/Finish Pin	Black and white chequered inflatable buoy

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 organisers 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 stating, 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 organisers.
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 a rules 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 refer the matter to the Jury who may deal with the matter as they deem suitable within the spirit of the racing rules of sailing.

