



THE ROYAL
YACHT CLUB
OF TASMANIA



2026 Tasmanian Flying 11 & Sabot State Championship

21 & 22 March 2026

SAILING INSTRUCTIONS

**Organising Authority – The Royal Yacht Club of Tasmania
in conjunction with the
Tasmanian Flying 11 Association
and
Tasmanian Sabot Sailing Association**

Abbreviations

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

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

[SP] denotes a rule for which a standard penalty may be applied by the race committee without hearing. This changes RRS 60.1, 63.1 and Appendix A5.

1. Rules

- 1.1. As described in the Notice of Race.

2. Notices to Competitors

- 2.1 All notices to competitors will be posted on the official noticeboard located at the RYCT OTB Centre and posted on the event noticeboard

[Notice Board Link](#)

3. Changes to the Sailing Instructions

- 3.1 Any change to the sailing instructions (SIs) will be posted no later than 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect.

4. Signals Made Ashore

- 4.1. Signals made ashore will be displayed on the flagpole located at the RYCT OTB compound.
- 4.2. When flag AP is displayed ashore, 1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- 4.3. 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. [DP]
[NP]

5. Format of Racing

- 5.1 The regatta will consist of up to eight (8) races for both fleets; four (4) for Sabot and six (6) for Flying 11 of which are required to be completed to constitute a series.
- 5.2 Identification of Sabot coached Divisions [DP][NP]
Boats in the coached Fleet shall display a blue coloured ribbon fixed with not less than 50cm of ribbon free to fly from the top of the mast.

6. Schedule of Races

6.1 The schedule is as per the following table:

Date	Event	Timing
Saturday 21 March	Registration Support boat briefing Competitor briefing First warning signal	10:30-11:30 11:30 11:45 13:00
Sunday 22 March	First warning signal No warning signal after Presentation Ceremony	13:00 16:00 ASAP hrs

6.2 The target is three to five races per day. The Race Committee may conduct multiple racing sessions per day.

6.3 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 three minutes before a warning signal is displayed.

6.4 On the last day of the regatta no warning signal will be made after 16:00 hours.

7. Divisions

7.1 Division flags are as follows:

Fleet	Flag
Flying 11	White Flag with Flying 11 insignia
Sabot	Sabot Class Flag White Flag with 1 Sabot Black Clog
Sabot coached	White Flag with 2 Sabot Black Clogs

8. Racing Areas

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 rounded, and the side on which each mark is to be left.

9.2. No later than the warning signal, the race committee vessel will display the course to be sailed on a course board.

10. Marks

10.1 The Marks are described in Attachment 2.

11. The Start

- 11.1 The starting line will be between the mast displaying an orange flag on the race committee vessel on the starboard end and the course side of the Starting Mark.
- 11.2 A boat starting later than 3 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This changes RRS 63.1, A4 and A5.

Signal	Flag and sound	Minutes before starting signal
Warning	Class flag, 1 sound	3
Preparatory	P, U or Black, 1 sound	2
One-minute	Preparatory lowered, 1 long sound	1
Starting	Class flag removed, 1 sound	0

- 11.3 Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made.

12. Change of the Next Leg of the Course

- 12.1. 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. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. This changes RRS 33.

13. The Finish

- 13.1. The finishing line will be between a mast displaying a blue flag on the race committee vessel and the course side of the Finishing Mark.

14. Penalty System

- 14.1. The penalty for breaches of the Class Rules may be less than disqualification.
- 14.2. Appendix P is amended as follows:
- The words 'or subsequent' are added after the word 'second' in P2.2.
 - P2.3 is deleted.

15. Time Limits and Target Times

- 15.1. Time limits and target times (in minutes) are as below:

Time Limit	Mark 1 Time Limit	Target Time
50	15	30-40

- 15.2. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 15.3. If no boat has rounded Mark 1 in the Mark 1 time limit, the race will be abandoned.
- 15.4. Boats failing to finish within 15 minutes after the first boat in their division sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.
- 15.5. Coached Fleet boats deemed to be still racing by the Race Committee but failing to finish within 15 minutes after the first boat in their division sails the course and finishes may be scored an allocated place. See SI 18.5. This changes RRS 35, A4 and A5.

16. Protests and Requests for Redress

- 16.1. Boats intending to protest shall inform the race committee immediately after finishing by approaching the port side of the race committee vessel and hailing the protested boat's sail number and receive acknowledgement from the race committee. This changes RRS 61.1.
- 16.2. Protest forms are available at the Regatta Office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 16.3. The protest time limit is 60 minutes after the last boat has finished the last race of the day, or the Race Committee signals no more racing today, whichever is later.
- 16.4. Notices shall 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 a Protest Room which will be specified on the notice board. Protests may be heard before the end of the Protest Time Limit if all the parties are present.
- 16.5. Notices of protests by the Race Committee, Technical Committee or Protest Committee will be posted on the noticeboard within the time limit to inform competitors as per RRS 61.1(b).
- 16.6. On the last scheduled day of racing, a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2

17. Arbitration

- 17.1 Appendix T of the RRS shall apply, amended so that an arbitrator may form part of a subsequent Protest Committee.

18. Scoring

- 18.1. The series will consist of up to eight (8) races for Sabot and six (6) for Flying 11; minimum four (4) races for Sabot and six (6) races for Flying 11 of which are required to be completed to constitute a series.
 - a) For Sabot's when fewer than five (5) races have been completed, a boat's series score will be the total of her race scores.
For Flying 11's when fewer than six (6) races have been completed, a boat's series score will be the total of her race scores.
 - b) For Sabot's when from five to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
For Flying 11's when from six to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18.2 The Sabot and Flying 11 Fleets will be scored separately.
- 18.3 To request correction of an alleged error in a posted race or series result, a boat shall complete a Scoring Enquiry Form available from the regatta office.
- 18.4 Failure to sign on will result in that boat being penalised five points [SP] for the first race of the session (but not worse than a Did Not Finish). Failure to sign off shall result in that boat being penalised five points [SP] for the last race of the session (but not worse than Did Not Finish). Penalties will be applied without a hearing. This changes RRS 63.1.

19. Safety Regulations

- 19.1 Before leaving shore and up to the warning signal of the race session, each boat shall sign on. All helms shall do this prior to going afloat for any racing session. [SP]
- 19.2 Sign off shall be completed within 60 minutes of the last boat finishing in the last

race of the race session or the Race Committee signaling no more racing today.. [SP]

- 19.3 When races are sailed back-to-back, competitors need only Sign On and Sign Off on shore once.
- 19.4 Failure to sign on or sign off will result in a penalty as described in SI 18.4.
- 19.5 Prior to starting the first race of a session, each boats shall report to the Race Committee Boat once on station by hailing their sail number, and having their hail acknowledged by the staff on the Race Committee Boat. Failure to comply with this Sailing Instruction may result in action by the Race Committee.
- 19.6 Boats retiring or leaving the course for any reason shall inform the Race Committee Boat either in person, or through a safety or coach boat at the earliest possible opportunity.
- 19.7 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. This will not be grounds for redress. This changes RRS 62.1(a).

20. Replacement of Equipment [DP]

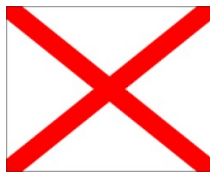
- 20.1 Substitution of damaged or lost equipment will not be allowed unless approved in writing by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity.
- 20.2 Substitution of damaged equipment may be permitted providing that the relevant form has been filled in at the regatta office and the damaged and substituting equipment has been checked by the Technical Committee.
- 20.3 If the substitution was made on the water between races, both the damaged and the substituting pieces of equipment shall be presented to the Technical Committee within the Protest Time Limit. In this case, the substitution is subject to the approval of the Technical Committee given retrospectively.

21. Equipment and Measurement Checks [DP]

- 21.1 A boat or equipment may be inspected at any time for compliance with the Class Rules, the NoR and the SIs.

22. Support Vessels [DP]

- 22.1 When the wind is less than 10 knots all support vessels shall not exceed 5 knots within 250m of the area where boats are racing. Additionally, support vessels shall not exceed 5 knots or create wake at any time when they are within 100m of the starting area. [DP]
- 22.2 When code flag V is displayed with a long sound signal on a committee vessel all support vessels are to remain afloat and assist all sailors until code flag V is removed.



- 22.3 The Race Committee or Protest Committee may protest any boat whose support vessel is in breach of SI 22. Penalties as imposed as a result of a protest under this clause may result in a penalty being imposed on the boat(s) supported by the support vessel.

23. Behaviour

- 23.1 Sailors, parents, team members and officials shall observe the codes of conduct available on the OTB website.

24. Radio Communication

- 24.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This includes mobile phones. [DP]
- 24.2 The radio channel will be VHF Ch 10 or as notified by the event committee.

25. Prizes

- 25.1 Refer to Flying 11 NoR 10 and Sabot NoR 10.
- 25.2 Additional prizes may be awarded at the discretion of the Organising Authority.

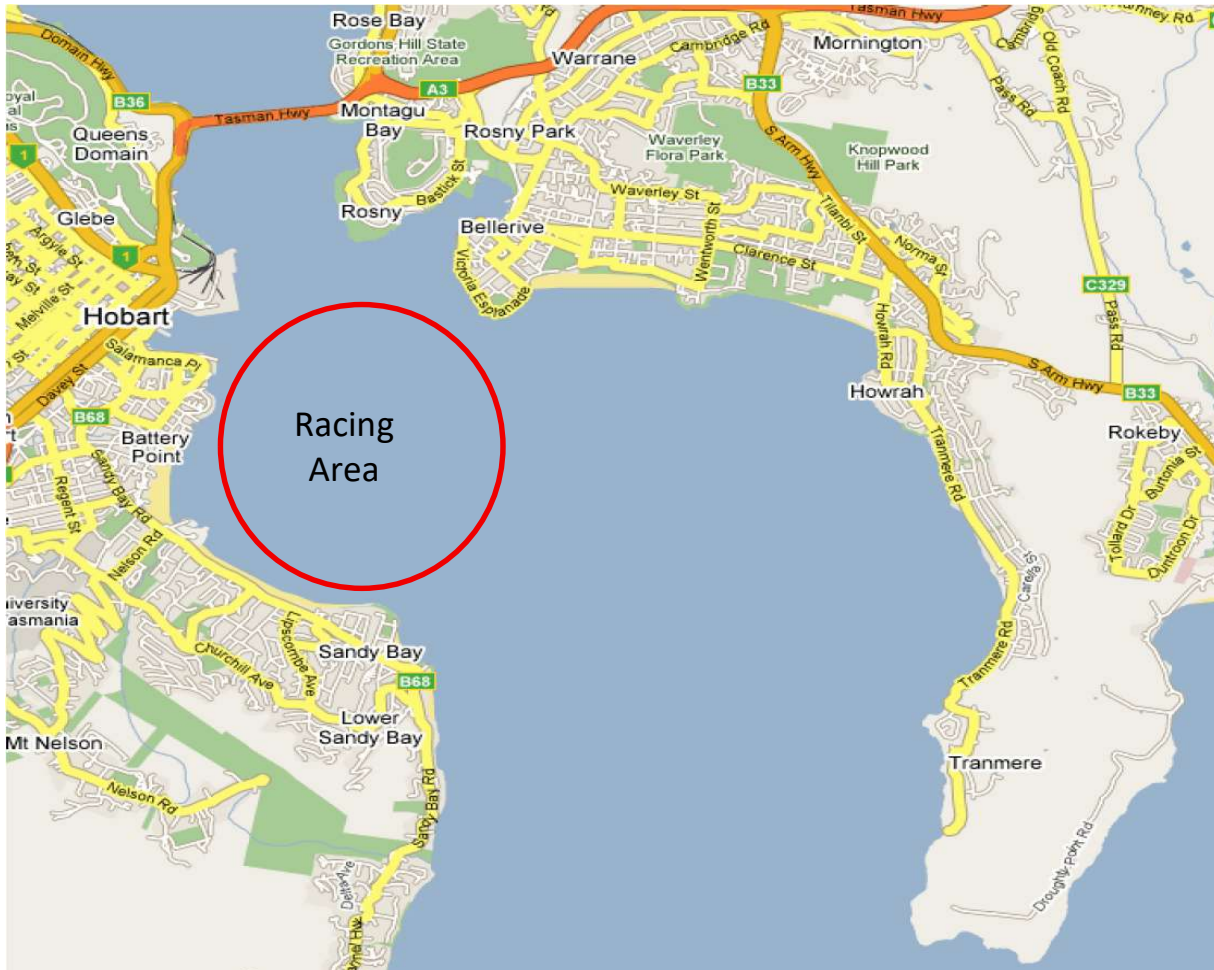
26. DISCLAIMER OF LIABILITY

- 26.1 Competitors participate in the regatta 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.
- 26.2 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.
- 26.3 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for those conditions and that her helm is competent to sail and compete in them.
- 26.4 Nothing done or omitted to be done by the organisers can reduce the responsibility of the boat nor will make the organizers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat 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 vessels, support boats and beach masters.
- 26.5 The provision of safety vessels does not relieve the boat of its responsibilities.
- 26.6 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 crew, or
 - (b) The physical condition of the helm or crew is not adequate for the conditions.

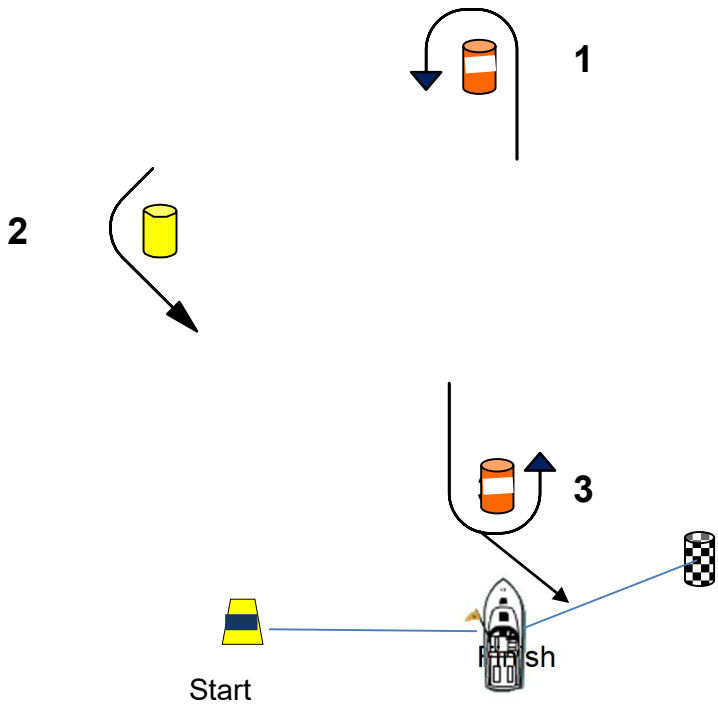
27. INSURANCE

- 27.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of not less than AUD\$5,000,000.00 (recommend AUD\$10,000,000.00) per incident or the equivalent.
- 27.2 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: Racing Areas



Attachment B – Courses



Course 1

Sabot, Start – 1 – 2 – 3 – 1 – 3 – Finish

Flying 11 Start – 1 – 2 – 3 – 1 – 3 – Finish

Course 2

Sabot, Start – 1 – 3 – 1 – 2 – 3 – 1 – 3 – Finish

Flying 11 Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 – Finish

Sabot Coached Start – 1 – 2 – 3 – Finish

All course Marks to be left to Port.

Mark Description	
Starting Mark	Yellow Inflatable with a Blue Band
Marks 1, 3	Orange Inflatable Buoy with White Band
Mark 2	Yellow Inflatable Buoy
Finishing Mark	Black & White Chequered Buoy

Change of course Mark will be yellow with a black band cylindrical inflatable buoy.

Attachment C – RYCT OTB Rescue Plan

Introduction

This Rescue Plan is designed to deal with all stages of rescue from single vessel capsizes to a whole-of-fleet emergency. Participants include designated Race Committee rescue craft, mark boats, coach boats and spectator boats at different levels of the Plan.

A briefing for the parties will take place prior to the Race for each Sunday race session conducted by RYCT OTB and a full briefing at the start of each sailing season.

All rescue activities will be conducted under the control and direction of the Course Race Officer (RO) in liaison with the RYCT OTB Shore Patrol.

Radio traffic from a rescue boat involved in a rescue will have priority over other transmissions. Normal Radio Frequency on Course will be Channel 10. In the event of radio concerns, Channel 9 will be the back-up Channel.

All powered craft in the vicinity of the course and associated with the racing (rescue, mark-laying, coach, and spectator boats) shall register their type of radio (VHF) and their call-sign with the Race Committee. As a backup, a mobile phone number should also be registered.

The Course RO shall maintain lines of communication with Hobart VTS (TasPorts) and local emergency services.

Rescue Boat Equipment

Each designated rescue boat shall carry, in good condition and working order, a first aid kit, VHF radio with appropriate frequencies, a readily available and effective sharp knife to cut sheets, trampoline, harnesses etc. to free a sailor, a supply of green floats on lanyards or Crew Safe tape, heaving lines, towlines, and safety equipment as determined by MAST for the size and type of vessel.

Each designated rescue boat will be crewed by two competent, licensed operators, at least one of whom will be an adult. One person on each boat shall at all times be prepared to enter the water to assist in a rescue.

Level 1 - Normal conditions (0 to 15 knots of breeze)

Individual boat capsizes or breakage involving a need for assistance. This will be carried out by an individual rescue boat and reported to the Course RO as either:

- ㄣㄣ Standing By
- ㄣㄣ Assisting in Recovery of the Boat or
- ㄣㄣ Additional Assistance Required - Specify (e.g. Medical, tow, etc.)

If a crew member of the rescue boat is required to enter the water, this must be reported to the Course RO.

Where possible, towing duties should be assigned to Race Committee Boats other than designated rescue boats.

Level 2 - Strong conditions (15 to 25 knots of breeze)

Multiple capsizes or breakages. All Race Committee boats will be called upon to assist with rescues, coordinated by the Course RO. Regular situation reports from boats engaged in rescues to be radioed to the Course RO.

At the upper end of this wind-range, coach boats may be called upon to assist, however the Course RO will not deploy this option unless circumstances dictate.

Level 3 - Wind strength consistently over 25 knots, gusting higher

Racing abandoned. All competing boats to return to shore as soon as possible. Competitors onshore not to launch. All Race Committee and coach boats to be available to assist with rescue at the direction of the Course RO. The Course RO to liaise with the Shore Patrol.

Level 4 - Severe, gale strength conditions

All Race Committee and coach boats are involved in rescue, at direction of Course RO. Overall rescue plan managed by Course RO in liaison with the Shore Patrol. Code Flag Victor (RRS37) may be displayed. If so all vessels on course will monitor VHF Ch10 for search and rescue instructions.

May involve abandoning competing boats on the course area and collecting crews in Race Committee and coach boats. Suitable spectator boats may be asked to take crews on board from other rescuing craft.

Abandoned boats must have a green float or Crew Safe tape attached to the rigging signifying that crews are safe.

Course RO shall maintain level of contact required with other Race Committees operating fleets in the vicinity to determine best use of available resources. RYCT rescue boats may be called upon to assist other fleets. This shall be at the direction of the Course RO.

Electrical storms

In the event of an electrical storm forecast, the Race Committee should consult the weather radar to observe the track of the storm. If any electrical strikes in a 5km radius, all racing shall be moved closer to the shore, and may include shortened races and/or postponement until it is established that the direction of the storm is moving away from the race area and/or weakening in severity. The Race Committee should continue to observe the weather radar until the storm has passed or racing is concluded.

Important

Maintenance and monitoring of Sign On and Sign Off is critical to the success of the Rescue Plan. The Shore Patrol shall ensure that at all times there is a competent person on duty to note signoffs from retiring or finishing competitors.