

# **FLINDERS YACHT CLUB**

# **SAILING INSTRUCTIONS**

**ISSUED October 2021**

# **FLINDERS YACHT CLUB**

## **SAILING INSTRUCTIONS**

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# **FLINDERS YACHT CLUB**

## **SAILING INSTRUCTIONS**

### **1 GENERAL**

#### **1.1 Rules**

All races shall be governed by the World Sailing Racing Rules of Sailing, the prescriptions and special regulations of Australian Sailing, the rules of relevant classes (except as any of these are changed by these Sailing Instructions), and by these Sailing Instructions and FYC Club Racing and events Emergency Plan

#### **1.2 Safety**

Safety is paramount and reference should be made to the FYC Club Racing and Events Emergency Plan when making a decision to conduct a Race or Event

#### **1.3 Commercial Shipping and Marine Regulations**

Marine Regulations provided that yachts must not interfere with commercial shipping operating within designated port areas. Boats found to have interfered with commercial shipping, or the subject of complaint by a ship's master or pilot, may be disqualified. Where any conflict may appear to exist between Marine Regulations and the Rules, Marine Regulations shall prevail.

#### **1.4 Keel Boat (KB) Twilight Series**

Instructions applying specifically to KB Twilight Series are included as Appendix A to these Instructions.

### **2 ENTRIES**

- 2.1** Races are open to- Keel Boats and Trailable Yachts satisfying Race Category 5 Safety Criteria in the Keel Boat Division, Boats satisfying Category 7 Safety Criteria may sail in the Keel Boat Division subject to additional safety requirements, and;
- 2.2** all classes of Off the Beach (OTB) boats with a Yachting Victoria Yardstick and complying with Sailing Australia Special Regulations Part 2, and others as the Sailing Committee may decide on in the OTB & Green Fleet Divisions.
- 2.3** Entries must comply with the following:-
  - 2.3.1** Each boat must be registered with Flinders Yacht Club (FYC) and display a current season registration sticker.
  - 2.3.2** Every person in charge and each member of the crew must be an adult or junior sailing member of the FYC, except that,
    - 2.3.2.1** Non Members having a "sailpass" registration through Sailing Australia may sail as crew in KB Twilight, OTB Twilight, OTB Summer Series without counting in the 7 race limit in 3.2.2.2 below.
    - 2.3.2.2** Non members having a "sailpass" registration through Sailing Australia may sail as Crew in a total of 7 races (combined) in all other series, where a non member sails as crew on a 8<sup>th</sup> or greater occasion the race result for that boat shall not count for the results of that race or series, boats shall be scored DNC.

- 2.4 Races shown as Regattas are open to non-members who are members of and boats are registered with other affiliated sailing clubs, have signed an Entry Form and paid the prescribed entry fee.
- 2.5 Visitors registered with other affiliated sailing clubs or having a "sailpass" registration through Sailing Australia whose entry is accepted by this club, may sail in club events by completing an entry form however will not be scored in any races or series.
- 2.6 Race entry is by signing on **online as directed on the FYC web site**) at least 15minutes before the warning signal for a race, a separate entry is required for each race except where 2 races are scheduled in which case sign on will be cover both races.
- 2.7 **Each participating boat shall at all times, be insured with valid third-party insurance with a minimum cover of \$5,000,000 per event.**

### 3 Safety Compliance

- 3.1 All boats and crew participating in FYC events shall comply with safety requirements prescribed by the RRS, Australian Sailing, , relevant classes, and these Sailing Instructions. A boat which, prior to a race, is found not to comply with safety requirements, will not be accepted as a starter, and a boat which, during or subsequent to a race, is found to have sailed without satisfying safety requirements, will be scored DNC.
- 3.2 Before its first race each season, a boat on the FYC Club Register shall submit to the Sailing Committee a Declaration of Safety Compliance: -
 

KB Division - The Declaration shall be on the Form and Checklist provided by the FYC Sailing Committee based on Sailing Australia Special Regulations Part 1 Sections 2, 3 and 4, relevant to Race Category 5 or Category 7 available at <https://www.sailingresources.org.au/safety/specialregs/>  
A supplementary declaration at a higher level may be required for entry into Ocean Series races.
- 3.3 Where one or more boats complying to race Category 7 standard has signed on to a race as one of the KB fleet all other boats in the fleet must take the position of designated rescue craft in (DRC) relation to that or those Category 7 boats. Upon a DRC becoming aware of Category 7 craft needing assistance either by visual reference or by radio contact, that DRC will co-ordinate such action as is required to ensure the safety of crew of the Category 7 boat. Any boat coming to the assistance of another will be entitled to redress in the calculation of results.
- 3.4 OTB Division & OTB Green Fleet (Collectively OTB Divisions) - The Declaration shall be on the Form and Check List provided by the FYC Sailing Committee based on Sailing Australia Special Regulations Part 2 available at <https://www.sailingresources.org.au/safety/specialregs/>
- 3.5 A boat may be subject to safety audit by a member of the Sailing Committee at any time. Failure of such an audit will result in the boat's declaration being revoked until the provisions of Sailing Instruction 2.1. or 2.2 are satisfied. Following such action, the boat shall submit a new declaration before further race entry will be accepted.

### 3.6 Safety Requirements Additional to those Mandatory under AYF Special Regulations

#### 3.6.1 KB Division

It is strongly recommended that all on board wear a suitable and approved PFD while on deck in conditions such that the wearing of a PFD is warranted. Factors to be considered when assessing these conditions include wind strength, sea state, and crew experience. The person in charge of a boat is to ensure this recommendation is observed.

#### 3.6.2 All Divisions

Appropriate clothing should be worn to protect against exposure both on deck and in the water. Adequate water should be carried to prevent dehydration.

### 3.7 Indemnification

**3.7.1** All those taking part in FYC events do so at their own risk and ultimate responsibility. Particular attention is drawn to Rule 4, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." The FYC, its officers, members or volunteer helpers, do not accept liability for loss of life or property, personal injury or damage, caused by or arising from participation in, or conducting of, any FYC race or activity.

**3.7.2** The FYC is not responsible for the seaworthiness or compliance of a boat taking part in a Club event, nor for the sufficiency or adequacy of its equipment. In entering a race, the person in charge of a boat accepts responsibility for its condition.

**3.7.3** The Race Committee reserves the right to refuse any entry in accordance with Rule 76.1.

## 4 Notice of Race

A Notice of Race is circulated with the FYC Sailing Programme, and shall constitute Notice of all races on that Programme. Race starting times will be in accordance with the Sailing Programme unless otherwise advised in accordance with these Instructions.

## 5 Race Entry - Signing On and Off

### 5.1 All Divisions

Any boat failing to sign on in the prescribed manner shall be regarded as not having entered that race, and any boat failing to sign off in the prescribed manner may be subject to protest by the Race Committee. Any competitor "signing on" for an event in accordance with these Instructions shall be deemed to have accepted the authority of the Sailing Committee in terms of Rule 89, and to have agreed to be bound by these Instructions.

## **5.2 KB Division**

All boats are to confirm their intention to start in a race with the Tower (or designated Race Officer afloat if the Tower is not manned) by radio prior to the warning signal for that start, and advise numbers on board. All boats then starting in the prescribed manner will be deemed to have signed on, all boats finishing in the prescribed manner will be deemed to have signed off, and all boats returning to their moorings without having finished in the prescribed manner will be deemed to have signed off DNF. Boats must maintain radio contact with the Tower (or Race Officer afloat if the Tower is not manned) throughout a race, since radio may be the only means available with which to pass advice (eg, race abandonment, course shortening, emergencies). Any boat retiring from a race shall advise the Tower (or Race Officer afloat if the Tower is not manned) by radio of its retirement and intentions. Any boat which loses radio contact should consider immediate retirement.

Where a Category 7 boat has signed on the Tower must inform all boats in the fleet and ensure they are aware of their responsibilities under SI 3.3

## **5.3 OTB Division**

Every boat entering a race shall sign on at least 15 minutes before its division's warning signal in the manner prescribed by the sailing committee for that race or series and shall sign off that race sheet within 30 minutes of the finish of the last boat in its division. A boat which has entered but does not start, or which starts but does not complete a race, shall sign off with an appropriate annotation (eg, DNC, DNS, RAF, etc)

## **5.4 Briefings**

Race briefings may be held in the Clubhouse, no earlier than one hour and not later than 20 minutes before the first start time of any programmed starting sequence

## **5.5 Minimum Numbers**

The minimum number of starters required to constitute a valid recordable race will be two in all Divisions, If at a programmed start time, the required minimum number of starters are not in the starting area, the Race Officer will direct a postponement, or an abandonment subject to resail at the discretion of the Race Committee.

## **5.6 Resails**

Resailing of events previously abandoned will be as determined by the Race Committee. Where no specific resail provision has been programmed in a series, resails will normally take place on a day in which other events in that series have been programmed, notified in accordance with SI 6.

# **6 CHANGES TO SAILING INSTRUCTIONS AND/OR SAILING PROGRAMME**

Changes to these Instructions or to the Sailing Programme will be posted on the Club web site no later than one hour before the start of the race affected, or will be subject to specific reference during the briefings referred to in SI 5.4.



## 7 **DIVISIONS**

### 7.1 **Composition of Divisions**

For the purposes of race conduct, divisions will be comprised as: -

KB Division Keelboats meeting Category 5 requirements specified in Yachting Australia Special Regulations to RRS, Part 1 Section 3, as well as Coutu or similar boats meeting or capable of meeting category 7 requirements specified in Yachting Australia Special Regulations to RRS, Part 1 Section 3 (see safety notes in SI 2.2.2)

OTB Division Off-the-beach boats crewed by senior and experienced junior Club members, or equivalent non-member visitors. Separate divisions may be created in series where sufficient entries are received for particular classes and multihulls (see 7.2 below) *and separate starts may or may not be conducted.*

OTB Green Fleet Off-the-beach boats crewed by Junior Club members or members of limited experience or equivalent non-member visitors.

Boats sailing as Green Fleet or in races where no separate race is programmed will also compete in the OTB Division.

### 7.2 **Division Identification**

During a sequence of starts under Tower control, KB Division starts will be identified by a red light, and OTB & Green Fleet by a green light. If further starts are required, alternating colours are to be used and this is to be specifically covered at a briefing.

During starts under Committee Boat control, divisions will be identified by numeral flags as follows:

- KB Division Numeral 1
- OTB Multihull Division Numeral 2 (Where 3 or more MH boats entered)
- OTB Special Division Numeral 3 (Where 4 or more of the same class entered)
- Other OTB Boats Division Numeral 4

For tower starts the appropriate number will be displayed if separate starts are scheduled

### 7.3 **Combination of Divisions**

At the discretion of the Race Committee, divisions may be combined for a particular race, or for race starts. Such a combination will be advised at "signing on" or briefing. A single light colour will apply to combined divisions when starting under Tower control. When starting under Committee Boat control, the lowest numeral flag applicable to the divisions being combined will apply.

## **8 COURSES**

### **8.1 KB Division**

Courses shall be as set out in the course instructions for the season for a particular race being indicated by a numeral board displayed in conjunction with the Division Warning Signal. Courses in northerly winds will start to the north and in southerly winds will start to the south toward A buoy.

### **8.2 OTB & Green Fleet Divisions**

Standard courses for starts under Tower control are set out in OTB Course Instructions for the season. The course to be sailed will be detailed during a briefing given in accordance with SI 5.4. Non-standard courses shall be covered by specific briefing.

Courses for starts under Committee Boat Control will be specifically briefed.

## **9 MARKS**

### **9.1 General**

Marks may be permanent (eg, Fairway and Channel markers, Pilot Buoy,), Aquaculture bordering buoys, fixed Club buoys moored throughout the season (eg, "Clubhouse" and "A" buoys), or temporarily laid Club buoys (eg, inflatables or cans laid as OB course turning marks). Types of marks are identified in Course Instructions. Two Clubhouse (CH) buoys will be laid with the outer (orange) buoy for use by the KB Division and the Inner (yellow) buoy for use by the OTB Divisions. Note that Flinders Pole will not be used as a mark of course for OTB division races.

### **9.2 Starting Line**

#### **9.2.1 Starts under Tower Control**

The starting line shall be between the applicable Clubhouse Buoy (CH) and the Tower. The inner CH buoy will indicate the limit of navigable water for the KB Division.

#### **9.2.2 Starts under Committee Boat Control**

The starting line shall be between Mark S of the course and the Committee Boat. A clearance mark may be laid near the Committee Boat; boats shall pass between this mark and Mark S. Subsequent to the start, Mark S may be re-identified as a mark of the course.

#### **9.2.3 Keel Boat Division boats in the act of rigging shall NOT be within 50m of the start line.**

### 9.3 Finishing Line

#### 9.3.1 KB Division

The finishing line shall be between the outer CH buoy and the Clubhouse Tower. In the Ocean Series, and at other times when directed by the Officer of the Day, the Tower may not be manned for the finish; in these races, all boats are to record their own finishing times and have these available for notification to the Race Officer.

#### 9.3.2 OTB Divisions

The finishing line shall be between the inner CH buoy and the Clubhouse Tower. A "turning" mark may be set as part of some courses to be used as a "straightening" mark for the finish this will generally be an orange buoy marked X.

#### 9.3.3 All Divisions

Boats which have finished shall keep well clear of boats still racing, and should not sail back through the finishing line. Boats returning to the beach or to moorings must not obstruct a clear view of the finishing line from the Tower. A boat in the process of taking in sails shall ensure it is well clear of the start line and NOT in the racing area of any division.

## 10. THE START

### 10.1 Signalling

Sound signals may be used to draw attention to visual starting signals. Times shall be taken from visual signals; the failure or absence of a sound signal shall not invalidate a signal.

### 10.2 Readiness to Start

In addition to the requirements of Rule 45, a boat starting later than 15 minutes after her starting signal will be scored Did Not Start.

### 10.3 Starting under Tower Control

Rule 26 is changed as follows: -

**Five** minutes prior to the start of a division, a warning signal shall be given by displaying that division's identification light as specified in SI 7.2. Concurrently, the display of a numeral board in accordance with SI 8 may indicate the course to be sailed.

**Four** minutes prior to start, a preparatory signal shall be given by displaying a white light. The course identification may also be removed at this time, but such removal will not constitute a signal in the starting sequence.

**One** minute before the start, the preparatory (white) signal shall be extinguished.

**The start** shall be indicated by extinguishing the divisional (warning) signal.

The warning signal for the start of a subsequent division will normally be made concurrently with the starting signal of the preceding division, but the Race Officer may brief an increased interval between divisional starts.

## **10.4 Starting under Committee Boat Control**

Races will be started in accordance with Rule 26, with succeeding divisions starting at 5-minute intervals unless otherwise briefed; ie, the warning signal for each succeeding division will be made concurrently with the starting signal of the preceding division. Course identification will be in accordance with SI 8.

## **11 RECALLS**

### **11.1 Starting under Tower Control**

These Instructions change Rules 29.2 and 29.3. No recalls will be signalled when starting under Tower control. The satisfying of Rule 29.1 will rest entirely with the individual starter, unless and only when advised at the briefing a designated safety boat will carry recall flags and a hooter to enable an individual or general recall in conjunction with the tower operator as per Rule 29.1

### **11.2 Starting under Committee Boat Control**

#### **11.2.1 Individual Recall**

Rule 29.1 shall apply. An attempt may be made to notify the boat(s) to which it applies.

#### **11.2.2 General Recall**

Rule 29.2 will apply. Rule 30.1 shall automatically apply (ie, without the display of Flag I) to subsequent starts of a division which has been subject to a general recall.

## **12. POSTPONEMENT AND ABANDONMENT**

### **12.1 General**

These instructions change Rules 27.3 and 32. Amplifying information regarding postponement and abandonment will be conveyed to boats sailing Division 1 courses by radio.

### **12.2 Starting under Tower Control.**

#### **12.2.1 Postponement**

The postponement of a race start shall be indicated by the simultaneous display of red, white and green lights and the Answering Pennant (flag or board), accompanied by two sound signals. The warning signal for the first start following a postponement will be given one minute after these lights are extinguished.

#### **12.2.3 Abandonment**

The abandonment of a race shall be indicated by the simultaneous display of red, green and white lights and code N (flag or board), accompanied by three sound signals. When an off-the-beach race is abandoned after starting, the Committee Boat will endeavour to advise competing boats. The warning signal for the first start following an abandonment will be given one minute after these lights are extinguished. If boats are to return to shore, they will be so advised by repeated

flashing of all lights and continued intermittent sound signals; the Committee Boat will also endeavour to pass on advice.

### **12.3 Starting under Committee Boat Control**

#### **12.3.1 Postponement**

The postponement of a race start shall be indicated by the display of the Answering Pennant and the relevant division flag(s), accompanied by two sound signals. The warning signal for the first start following a postponement will be given one minute after the Answering Pennant is lowered. If the Answering Pennant is flown over flag H, all boats in the indicated divisions are to return to shore and await further instructions.

#### **12.3.2 Abandonment**

The abandonment of a race shall be indicated by the display of flag N and the relevant division flag(s), accompanied by three sound signals. The warning signal for the first start after an abandonment will be given one minute after flag N is lowered. If flag N is flown over flag H, all boats in indicated divisions are to return to shore and await further instructions.

## **13 SHORTENING COURSE**

These Instructions change Rule 32.2

### **13.1 Races on KB Division Courses**

Course shortening details shall be passed by radio.

### **13.2 Off-the-Beach Divisions**

Flag S attached to a mark, or displayed by a Committee Boat adjacent to a mark, shall indicate that, after rounding that mark in the direction specified for the course being sailed, boats are to proceed directly to the finishing line and cross it from the direction of that last mark.

Shortening of course may be applied to particular divisions by displaying the relevant division flags in conjunction with flag S. If no division flags are displayed, the shortening applies to all divisions.

## **14. TIME LIMITS**

### **14.1 KB Division Races**

A time limit of three hours shall apply for courses defined in Course Instructions as “Shorter Courses”, four hours for courses defined in Course Instructions as “with Ocean Influence”<sup>9</sup>, and the published time of sunset for other races. Boats not finishing within the relevant time limit shall be scored DNF.

### **14.2 Off-the-Beach Divisions**

A time limit of three hours shall apply to all races. Should one or more boats of a division finish within that time limit, the Race Committee may extend the time limit for the remaining boats in that division by 30 minutes (for a total of 3.5 hours). Boats not finishing within the time limit (extended if applicable) shall be scored DNF.

## **15. PROTESTS**

### **15.1 Notification of Intention to Protest**

The intention to lodge a protest shall be advised to the Race Officer at the earliest opportunity (eg, by radio in the case of boats sailing in KB Division).

### **15.2 Lodging of Protests**

Protests shall be written on forms available from the Race Officer, and lodged with that Officer within one hour of the finish of the last boat in the relevant division or within such time as the Race Committee considers reasonable in the circumstances.

### **15.3 Hearing of Protests**

Protests will be heard as soon as possible by the designated protest committee. Details of the hearing will be advised to all parties involved (that is, protester, protestee, witnesses, protest committee) at the first opportunity.

### **15.4 Taking Penalties**

RRS 44.1 & 44.2 are varied so that in all cases a boat may be exonerated by taking a one turn penalty in lieu of a 2 turn penalty.

16 **SCORING**

**16.1 Points Score System**

Each boat starting and finishing in a race, and not thereafter retiring or being disqualified, will be scored points in accordance with Rule A4.1 Low Point System.

Boats not so scored will be scored according to the following:-

DNF (Started but did not finish) ) Scored points for the finishing place one more than the number of finishers.

DNS (Came to starting line but did not start) )  
OCS(Did not start; broke Rule 29.1 or Rule 30.1) ) Scored points for the finishing place one more than the number of boats that  
RAF(Retired after finishing) ) came to the starting area for that  
DSQ (Disqualified) ) race.

DNC (Did not come to the starting area) ) Scored points for the finishing place one more than the number of boats that came to the starting line in the series.

In series of five or more completed races, boats which *started in 60% of the completed races in the series* but did not compete in races because their skippers were on rostered duty or were actively competing *or volunteering* in *Class Events* or *Championships* or *Yachting Westernport Events* will be awarded points for those races equal to their average points for races sailed in that series up to that point (or the first 4 races sailed in a series if the duty or event occurs within the first 4 races). Series ties will be resolved in accordance with RRS A 8.

**16.2 Races to Count**

In all series, the number of races completed will determine the number of races to be counted in arriving at total points accumulated by each boat in that series. Boats may discard their worst scores accordingly, except where prohibited by Rule A1.3. Maximum discards in any series is 6

Completed																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
21	22																		
To Count																			
1	2	3	3	4	5	5	6	7	7	8	9	9	10	11	11	12	13	13	14
15	16																		

## 16.3 Handicapping

### 16.3.1 KB Division

Handicaps will be determined using as a guide the VYC system for performance-based handicaps. A boat's revised Club Handicap will be the sum of 25% of the most recent BCY and 75% of the starting handicap with a faster and slower limit of 4%.

### 16.3.2 Off-the-Beach Divisions

The Championship Series in each division will be determined on the basis of Yachting Victoria Yardsticks, and conducted over an extended series. The Aggregate Series in each Division will be conducted over the same races as the Championship Series, but will be determined on the basis of progressively adjusted Club Handicaps. Short Series (eg, those conducted over consecutive days such as long weekends) will normally be determined on the basis of the Club Handicaps held at the start of each series, but the Sailing Committee may programme some short series to be determined solely, or additionally, on the basis of VYC Yardstick. The Junior Championship will be determined on the basis of the best scoring boat skippered by an under 18 yo skipper in the OTB Division Championship series, unless a separate junior championship series is scheduled in which case the best scoring boat determined by Yardstick will be Junior Champion

Club Handicaps for boat/crew combinations will be determined using the Back Calculated Yardsticks (BCY) under the Performance Handicap System. Handicaps will be recalculated after every race, but the handicap held at the start of a Short Series will be used to determine the finishing order for all races in that series. A boat's revised Club Handicap will be the sum of 25% of the most recent BCY and 75% of the starting handicap with a faster and slower limit of 4%.. An unchanged boat/crew combination may carry forward the Club Handicap held at the end of one season to the beginning of the next. A performance-enhancing change within a class (eg, new boat, new sail) will attract a reduction in Club Handicap of half the difference between existing Club Handicap and boat Yardstick.



**APPENDIX A TO  
FLINDERS YACHT CLUB SAILING INSTRUCTIONS**

**SPECIFIC INSTRUCTIONS FOR KB DIVISION TWILIGHT SERIES**

The Twilight Series for the KB Divisions is conducted with limited rigs and on a “sternchaser” basis. The following instructions supplement, and in some areas modify, the main body of Sailing Instructions.

The Series will normally be conducted as Category 5 races – that is, for KB Division boats as defined in Sailing Instruction 7.1 For the encouragement of participation only the person in control of each MUST be a member, non members may sail an unlimited number of races in the twilight series.

**Rig Limitations.** Competing boats may use working sails only – that is, only those sails capable of being effectively carried close-hauled.

**Race Control.** Tower Control may not be available. In its absence, individual boats will be responsible for meeting their specified starting times, and for recording their own finishing times. The designated Race Officer will normally be aboard one of the competing boats.

**Starting Times.** The starting time of the first boat in the sternchaser sequence will be the race starting time specified in the Sailing Programme. Starting intervals for all boats will be published immediately prior to the first race in the series; these will be stated as minutes after the starting time of the first boat, and may be subsequently be adjusted in accordance with results as the series progresses.

**Marks.** As per course instructions

**Courses.** As per Course Instructions

**Scoring.** Boats will be scored in the order of their finishing, and the series scored in accordance with SI 16.