



SAILING INSTRUCTIONS FOR SBSC KEELBOAT FLEET 2024-2025

As at Change to Sailing Instructions 1 on 12 November 2024.

As at Change to Sailing Instructions 2 on 29 December 2024.

As at Change to Sailing Instructions 3 on 27 January 2025.

As at Change to Sailing Instructions 4 on 12 February 2025.

As at Change to Sailing Instructions 5 on 11 June 2025.

VALIDITY

These Sailing Instructions (SI) are valid for the 2024-2025 season/membership year for all club races conducted by Safety Beach Sailing Club. These SI's remain in effect until 30 September 2025 unless amended or replaced prior to that date.

*The notation '**[DP]**' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. This changes RRS 64.1.*

*The notation '**[NP]**' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

ORGANISING AUTHORITY

The Organising Authority is Safety Beach Sailing Club.

1 RULES

- 1.1 All races will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The Prescriptions and Parts 1 (Keel and Cruising Boats) of the Special Regulations of Australian Sailing (AS), the current class rules for the competing classes, all as amended by these Sailing Instructions.
- 1.3 All boats shall comply with the requirements of the State Legislation and Local authorities.
- 1.4 Appendix T, Arbitration, will apply.
- 1.5 No anchors shall be carried on deck forward of the stem or with any part outboard. **[DP]**

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the sailing instructions will be posted on the SBSC Website not less than 2 hours before the scheduled start time of the race affected.
- 2.2 Any change to the schedule of the races will be posted on the SBSC Website not later than 1900 hours two (2) days before it will take effect with the exception of the Winter Fun Friday Series.
- 2.3 All SBSC or competing Skippers/Owners may also be notified by email as required.

3 CODE OF CONDUCT

- 3.1 Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be considered as misconduct. **[DP]**

4 SIGNALS MADE ASHORE

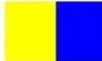
- 4.1 Flag signals pertaining to the Keelboat fleet will be made from the Tower flagpole.

5 SCHEDULE OF RACES

- 5.1 The schedule of races is as per the SBSC Keelboat Sailing Program.
- 5.2 The first Warning Signal will not be before the time indicated in the SBSC Program.
- 5.3 For Water starts to alert boats that a race or sequence of races will begin soon, the Orange flag will be displayed with one sound signal at least 5 minutes before a warning signal is made.
- 5.4 **A minimum of 2 starters is required in a division for a race to be run.**
- 5.5 Racing shall end at sunset unless otherwise stated for designated night races.
- 5.6 The race committee will endeavour to advise the sunset time when posting the course via sms.

6 CLASS FLAGS

6.1 Tower Start (T):
Class flags will not be used for Tower Starts as per 11.1 of these Sailing Instructions.

6.2 Water Start (W):
Keelboat Division 1 Class Flag K 

Keelboat Division 2 Class Flag E 

7 RACING AREA

7.1 The racing area will be in the waters West of the SBSC clubhouse.

8 COURSES

8.1 Course numbers for both **Tower** and **Water** starts will be transmitted to competing boats via SailSys sms no later than 30 minutes prior to the first Warning Signal.

8.2 Courses are detailed in Appendix 2 of these sailing instructions called '2024-2025 Keelboat Courses and Marks'. Unless noted otherwise, these courses are written for Tower starts.

8.3 Courses with **Water** Starts:

8.3.1 Will have an inflatable turning mark placed immediately to windward at approx. 1NM. The direction to pass that mark will be indicated by the Port or Starboard flag displayed on the committee vessel. This mark replaces the 1st mark of the course described in Appendix 2 i.e. the Yellow Pile.

8.3.2 If conditions do not allow for a Water Start then a Tower Start will be used.

8.4 Laid Courses with **Water** Start:

8.4.1 Course # 41 (Laid Course) will be transmitted to competing boats via SailSys sms no later than 30 minutes prior to the first Warning Signal.

8.4.2 If a Laid Course is being used the Start Line will be located approx. half way between the Mussel Farm and Channel Mark 25.

8.4.3 If conditions do not allow for a Laid Course one of the Tower Start courses will be used and the relevant Course details will be transmitted to competing boats via SailSys sms no later than 30 minutes prior to the first Warning Signal.

8.5 Club Championship Windward/Leeward Courses with **Water** Start and Tower Finish:

8.5.1 Course # 42 (Club Championship Course) will be transmitted to competing boats via SailSys sms no later than 30 minutes prior to the first Warning Signal, to confirm that a Club Championship Windward/Leeward Course is being used.

8.5.2 Where a Club Championship Windward/Leeward Course is being used the Start Line will be located approx. half way between the Mussel Farm and Channel Mark 25.

8.5.3 If conditions do not allow for a Club Championship Windward/Leeward Course one of the other Tower or Water Start courses will be used and the relevant Course details will be transmitted to competing boats via SailSys sms no later than 30 minutes prior to the first Warning Signal.

9 MARKS

9.1 Marks are defined in the '2024-2025 Keelboat Courses and Marks' sheet.

9.2 Where Safety Beach permanent laid marks designated SBn (ie SB1) are specified as per SI 9.1 above if one is not in place for some reason it is to be treated as a virtual mark unless a real mark bearing an SBSC logo or the Bot Mark has been laid in place of the permanent mark in which case the real mark is to be rounded in lieu of the permanent mark.

10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 The Mussel Farm (approx. 1500mts W of Clubhouse), bound by the four Yellow Clearance/Special Purpose Marks, is deemed an Exclusion Zone and shall not be entered. **[DP]** **[NP]**
- 10.2 The Mount Martha Mussell Farm, (West of the Mornington-Mount Martha Foreshore Reserve), bound by the four Yellow Clearance / Special Purpose Marks, is deemed an Exclusion Zone and shall not be entered. **[DP]** **[NP]**
- 10.3 The main Commercial shipping channel bound by the numbered navigational piles is deemed an Exclusion Zone. **[DP]** **[NP]**

11 THE START

11.1 Tower Start

- 11.1.1 Refer to Appendix 1 for Light Sequence and Radio details for all races other than Pursuit races and the Winter Fun Friday Series (WFFS) races. For Pursuit and WFFS races competitors are to use current local time from their mobile phones or other electronic devices to control their start time.
- 11.1.2 Except for pursuit races, Divisions 1 and 2 will start separately by default. There will be a 1 minute delay between the start of Division 1 and the Warning Signal for Division 2. Starts will be as per the instructions in Appendix 1 of these Sailing Instructions. Both Divisions may start together if notified by the Race Officer on the day prior to the first Warning signal.
- 11.1.3 The starting line shall be between the centre line of SBSC Starting Box and the course side of the Green Navigation Pile west of the Club House.
- 11.1.4 Boats not starting **SHALL** keep clear of the starting line and the Martha Cove Marina channel. **[DP]** **[NP]**
- 11.1.5 For Pursuit starts boats are to remain North of the Red Navigation Pile and clear of the Martha Cove Marina channel until 4 minutes before their start time. **[DP]** **[NP]**
- 11.1.6 Pursuit Race Start Times will be posted not less than 60-minutes before the race start.

11.2 Water Starts

- 11.2.1 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
 - 11.2.2 The starting line shall be between a staff displaying an Orange Flag on the committee vessel at the starboard end and the course side of the port end starting mark.
 - 11.2.3 Boats whose warning signal has not been made **SHALL** avoid the starting area during the starting sequence for other races. **[DP]** **[NP]**
- 11.3 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12 THE FINISH

12.1 Tower Finish:

- 12.1.1 The Finishing Line is between the centre line of SBSC Starting Box and the Green Pile.
- 12.1.2 Once a boat has finished it **SHALL** stay clear of the finish line so as not to disadvantage other competitors still racing.
- 12.1.3 For night races boats shall illuminate their sail number as they approach the finish line and hail it over the radio.

12.2 Laid Course Finish:

- 12.2.1 The Finishing line will be between a staff displaying a Blue flag on the Finishing boat and the Finish Mark. Once a boat has finished it **SHALL** stay clear of the finish line so as not to disadvantage other competitors still racing. **[DP]** **[NP]**

13 SHORTEN COURSE PROCEDURE

13.1 Courses:

13.1.1 The only courses that may be shortened are the Division 1 courses 26 to 34, Division 2 courses 33 and 33 plus the Long Distance courses (37, 39 and 40 for Division 1 only and 39 for Division 2) in the '2024-2025 Keelboat Courses' where the Green Pile (Start/Finish Line) is a rounding mark of the course.

13.1.2 A shortened course will be indicated by a Yellow flashing light and One (1) Continuous White light on the SBSC Tower. The division to be shortened will be indicated by displaying their class flag on the SBSC Tower Flagpole. For the first yacht approaching the shortened course finish line, two (2) Sound Signals may be given. A Shortened Course announcement may also be made to the fleet by Radio on VHF 69.

13.1.3 When a course that can be shortened is used, rounding times may be recorded when boats pass the Green Pile (Start/Finish Line) on their first rounding. These times MAY be used as finish times if the full course is not completed within the time limit specified for the race. This alters RRS 32.2.

13.2 Laid courses may be shortened in accordance with RRS 32.

13.3 Pursuit races will **not** be shortened.

14 TIME LIMITS AND TARGET TIMES

14.1 Unless specifically stated in the table below the time limit for a race will be as stated against the Race Group or sub-Group of races in Appendix 2. Finishing windows, mark time limits and target times where applicable are as per the table below.

| Race Format | Time Limit | Finishing Window | Mark Time Limit/Mark | Target Time |
|------------------------------------|-------------|------------------|----------------------|-------------|
| Fleet Start Races | Course List | 60 minutes | 60 min/2 | |
| Twilight Pursuit Races | Sunset | | | |
| Pursuit Races | Course List | | | |
| Night Races | 8 hours | | | |
| Laid Courses | 3 hours | 30 minutes | | 2 hours |
| Club Championship Windward/Leeward | 3 hours | 60 minutes | 60 min/1 | |

14.2 For Fleet Start Races boats failing to finish within the time limit or within 60 minutes of the finishing time of the first boat in the Division, whichever is later, will be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A5.1 and A5.2.

14.3 For Laid Courses and Club Championship Windward/Leeward Courses failing to finish within the specified Finishing Window of the first boat in the Division will be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A5.1 and A5.2.

14.4 For series, other than those specified in 14.2 and 14.3, boats failing to finish within the designated time limit shall be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A5.1 and A5.2.

14.5 Where a Mark Time Limit applies if no boat passes the nominated mark of the course above within designated time from the start, the race may be abandoned. Failure to meet this target time will not be grounds for redress.

14.6 For Fun Twilight Pursuit Races a 3 minute time penalty is to be added by the boat to its published Start Time if the boat is using a spinnaker. This changes RRS 35, A5.1 and A5.2.

14.7 For Brass Monkey Winter Pursuit Races a 4 minute time penalty is to be added by the boat to its published Start Time if the boat is using a spinnaker. This changes RRS 35, A5.1 and A5.2.

14.8 For Brass Monkey Winter Pursuit Races the Time Limit is taken from the Start signal within the official Starting Sequence regardless of whether a boat starts at that time. It is **not** taken from an individual boat's handicap start time.

15 HEARING REQUESTS

- 15.1 The protest time limit is 120 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.
- 15.2 Hearing Request forms are available from the SBSC Race Office and are also available on the club website if required. Please go to the following link: [Hearing Request Form](#)
- 15.3 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

16 SCORING

- 16.1 Boats shall score points for a finish place as per the SBSC scoring system as defined in SailSys. To constitute a Series at least 4 separate boats must have been racing in the series. This alters RRS Appendix A.
- 16.2 A boat's series score is the total of her race scores excluding her worst scores based on the table below.

| | | | | | | | | | | | | |
|--------------------|----|----|----|----|---|---|---|---|---|---|---|---|
| Races | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
| Discards Allowable | 3 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |

- 16.3 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form which is available at the race office or the SBSC website. Please go to the following link: [Score Enquiry](#)
Once completed this form should be sent to keelboat@sbsc.net.au
- 16.4 The provisions of RRS A5.3 will apply to scoring races.

17 SAFETY REGULATIONS

17.1 Personal Floatation Devices:

- 17.1.1 All crew are reminded they are responsible for their own personal safety irrespective of signals made or not. It is strongly recommended that they wear a personal floatation device (PFD) and carry a signalling device in strong winds and at all times when it is deemed prudent.
- 17.1.2 All crew on boats without lifelines shall wear approved personal flotation devices as per AS Special Regulations Part 1 5.01.1 (g).
- 17.1.3 Additional safety equipment should also be used when deemed prudent.
- 17.1.4 This recommendation does not change any of the AS - SR Part 1 and Victorian State Legislation requiring the wearing of PFD'S.
- 17.1.5 Where flag 'Y' is displayed prior to the start or for races where part or all of the race is scheduled to take place after sunset PFD's shall be worn at all times whilst afloat.

17.2 Sign On:

- 17.2.1 At least 20 minutes prior to the first Warning Signal, of each race, the Skipper/Owner of each boat or their representative shall Sign-On via SailSys and enter the Crew List for the race that day. **[DP]** **[NP]**
- 17.2.2 Radio sign-on will only be accepted in unusual circumstances.
- 17.2.3 It is requested that boats DO NOT make radio transmissions during a start sequence.

17.3 Retirements:

Keelboats retiring from any race shall notify SBSC Tower by radio as soon as practicable. Any boats failing to comply may be disqualified without a hearing. This changes RRS 63.1, A5.1 and A5.2. **[NP]**

17.4 Incident Reporting:

Boats involved in an incident that results in or may have resulted in material damage and/or injury to an individual **shall** report the matter to the club by completing an Incident Report form and submitting it to the club via the e-mail address specified on the form within 24 hours of the incident. This includes incidents of someone overboard. Incident Report forms are available on the club website via the [Incident Report Form](#). Any boat found to have failed to comply **shall** be disqualified without a hearing. This changes RRS 63.1, A5.1 and A5.2. **[NP]**

18 REPLACEMENT OF EQUIPMENT

18.1 The Sailing Committee or Handicapper shall be notified, preferably in writing, no less than 24 hours prior to a race of any substantial change to hull, rig or replacement sails which is likely to change performance.

18.2 Failure to make notification may result in the boat being scored Did Not Compete (DNC) without a hearing. This changes RRS 63.1, A5.1 and A5.2.

19 HANDICAPS:

19.1 All handicaps shall be set by the SBSC Handicapper using SailSys.

19.2 SBSC reserves the right at its absolute discretion to set or alter the handicap of any visiting boat in any race conducted by SBSC.

19.3 Results are calculated using the SailSys. The Performance Handicap and the Rating Rules of AMS, ORCclub and CBH shall apply.

19.4 Where other handicap/measurement systems apply (e.g. IRC etc.) boats shall comply with the rules as laid down by the ruling body for the handicap system used.

19.5 The decision of the SBSC Handicapper on any handicap matter shall not be grounds for a request for redress. This changes RRS 60.1 (b)

20 PRIZES

20.1 Prizes may be awarded as follows:

| | |
|-----------|-------------------------|
| 1st Place | at least 3 boats racing |
| 2nd Place | at least 4 boats racing |
| 3rd Place | at least 6 boats racing |

Prizes will be awarded for each heat of a series with overall winner awarded trophies at the SBSC Presentation night.

20.2 Trophies will be awarded for the SBSC Keelboat Club Champion for the best score for the Club Championship Series.

21 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers 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 or equipment, boat 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 or death by drowning, trauma, hypothermia, or other causes.**

22 COMMERCIAL SHIPPING

In Port Phillip, Commercial Shipping has right of way over pleasure craft. Professional fishing vessels engaged in fishing are, for the purpose of these Sailing Instructions, considered as commercial ships. All yachts shall keep clear of shipping in all Port Waters in accordance with Section 2.14 "Aquatic Events" and Section 5.6 "Steer Clear" of the Harbour Master's Directions edition 13. Any yacht that, in the opinion of the Race Committee, causes justifiable concern to a commercial ship shall be subjected to disqualification by protest and may attract civil action.

23 OTHER

23.1 SAILS TO BE USED IN PURSUIT RACES:

23.1.1 Only headsails used for sailing close hauled to windward and mainsails shall be used in the Friday Twilight Pursuit Series. All headsails shall be attached, for their entire luff length, to the forestay at all times.

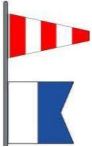
23.1.2 Spinnakers may be used in the Brass Monkey Winter Pursuit Series, Sunday Pursuit Races and other Pursuit Races as specified in SI 14 above. Competitors wishing to use a spinnaker must notify the tower accordingly when signing on for the race. A time penalty will apply to the nominated starting time.

23.2 NIGHT RACES:

23.2.1 The tower will be staffed for the duration of a night race. Boats shall report their position as they round each mark of the course on VHF channel **82** and receive an acknowledgement. Relays from other boats, or mobile phones are acceptable. Failure to comply will result in a 2 minute time penalty being added to a boat's race time for each missed check in. This changes RRS 63.1, A5.1 and A5.3.

23.2.2 Boats are to maintain a listening watch on VHF channel **82** for the duration of the race. If the weather conditions deteriorate or there is a likelihood of them doing so the tower will call an abandonment of the race on VHF channel **82**. In these circumstances all boats shall drop their sails and return to the marina under power.

APPENDIX 1 TOWER START PROCEDURES & SIGNALS:

| Description | Visual signal (mandatory) | Sound signals (not mandatory) | Timing |
|---|---|-------------------------------|---|
| Warning | 3 White Lights | 1 Sound Signal | 5 Minutes |
| Preparatory | 2 White Lights | 1 Sound Signal | 4 Minutes |
| One Minute | 1 White Light | 1 Sound Signal | 1 Minute |
| Start | All Lights Extinguished | 1 Sound Signal | Radio countdown from 10 seconds with "Clear Start" announcement may be given |
| Individual Recall Pursuit Race (e.g. Friday) | Yellow flashing light will be illuminated for 45 seconds maximum | 1 Sound Signal | Infringing yachts may be notified by Radio on VHF 69 |
| Individual Recall Combined Start Race (e.g. Sunday) | Yellow flashing light will be illuminated for 3 minutes or until the yacht has returned to the pre-start side of the start line | 1 Sound Signal | Infringing yachts may be notified by Radio on VHF 69 |
| General Recall | Blue and Yellow flashing lights will be illuminated for 5 minutes or until all yachts have returned to the starting area | 2 Sound Signals | The fleet may be notified by Radio on VHF 69 |
| Postponement | Blue and Yellow flashing lights in conjunction with three (3) continuous White lights | 2 Sound Signals | The fleet may be notified by Radio on VHF 69 |
| Abandonment | Blue flashing light | 3 Sound Signals | The fleet may be notified by Radio on VHF 69 |
| Cancellation | Blue flashing light  | 3 Sound Signals | The fleet may be notified by VHF Radio on VHF 69 and at the time of signing on. Yachts may also be notified by email or SMS. AP over A may be flown on the Tower flagpole. |

Individual Recall

Will be signalled as described above. This changes RRS 29.1.

General Recall

Will be signalled as described above. This changes RRS 29.2.

Postponement

Shall be signalled by lights, sound signals and radio as per above.

Further light signals to follow.

Abandonment

Shall be signalled by lights, sound signals and radio as per above.

Cancellation

To be used if a race is not to be started or sailed e.g. when a Gale Warning has been issued by the Bureau of Meteorology.

Shall be signalled by lights, sound signals, radio and flags as per above.

Yachts will also be advised of the cancellation when they 'sign on' or notified via email and / or SMS message.

APPENDIX 2 – 2024-2025 KEELBOAT COURSES and MARKS

Please note:

- 1) Courses are written for Tower Starts. For Water starts please refer SI 8.3 where a laid first mark is used in lieu of the Yellow Pile.
- 2) Courses from alternate race categories may be selected at times by the RO of the day.
- 3) Courses are categorised as follows:

Course types:

| | | |
|----------|--------------------------------|-------------------|
| GROUP 1. | Windward Returns. | |
| 1. | Short Length | Courses 1 to 8. |
| 2. | Medium Length | Courses 9 to 13. |
| GROUP 2. | Triangles. | |
| 1. | Short Length | Courses 14 to 18. |
| 2. | Medium Length | Courses 19 to 21. |
| GROUP 3. | Mixed Courses. | Courses 22 to 25. |
| GROUP 4. | Long Courses: | Courses 26 to 34. |
| a. | Div. 1: 13.6 – 15.9 NM. | |
| b. | Div. 2: 7.5 – 11.4 NM. | |
| GROUP 5. | Event Distance Courses. | Courses 35 to 40. |
| GROUP 6. | Special Courses. | Courses 41 to 43. |

Course length:

| | |
|-----------|-----------------------------|
| LENGTH 1. | SHORT: 5 – 7.9 NM |
| LENGTH 2. | MEDIUM: 9.0 -16.5 NM |

| COURSE | WIND | DETAILS | NM |
|--|-------|---|---------------------------|
| <u>GROUP 1: WINDWARD RETURN</u> | | | |
| <u>Length 1: Short</u> | | | (Time Limit 3 hrs) |
| 1 | N/S | Start, YP(S), MF(S), R1(S), MF(P), YP(P), Finish | 6.0 |
| 2 | NE/SW | Start, YP(S), CH23(S), CH21(S), SB2(S), CH21(P), CH23(P), YP(P), Finish | 7.6 |
| 3 | W/E | Start, YP(S), SB1(S), YP(P), Finish | 5.3 |
| 4 | NW/SE | Start, YP(S), R1(P), YP(P), Finish | 5.0 |
| 5 | N/S | Start, YP(S), MF(S), R1(P), PIER(P), YP(P), Finish | 8.5 |
| 6 | NE/SW | Start, YP(S), MF(P), SB2(S), MF(S), YP(P). Finish | 8.4 |
| 7 | W/E | Start, YP(S), SB1(P), MF(P), SB1(P), YP(P), Finish | 8.5 |
| 8 | NW/SE | Start, YP(S), PIER(S), SB1(S), PIER(P), YP(P), Finish | 8.0 |
| <u>Length 2: Medium</u> | | | (Time Limit 5 hrs) |
| 9 | N/S | Start, YP(S), MF(S), R1(P), PIER(P), R1(S), MF(P), YP(P), Finish | 13.0 |
| 10 | NE/SW | Start, YP(S), SB2(P), YP(P), SB2(P), YP(P), Finish | 14.6 |
| 11 | NW/SE | Start, YP(S), PIER(S), SB1(P), PIER(P), SB1(S), YP(P), Finish | 10.5 |
| 12 | NE/SW | Start, YP(S), SB2(S), R1(P), SB2(P), YP(P), Finish | 16.0 |
| 13 | SW/NE | Start, YP(S), R1(P), SB2(S), R1(S), YP(P), Finish | 13.4 |

| COURSE | WIND | DETAILS | NM |
|-------------------------------|------------------------------------|--|---------------------------|
| GROUP 2: TRIANGLES | | | |
| Length 1: Short | | | (Time Limit 3 hrs) |
| 14 | E/SW/NW | Start, YP(S), R1(P), SB1(P), YP(P), Finish | 7.0 |
| 15 | W/NE/SE | Start, YP(S), SB1(S), R1(S), YP(P), Finish | 7.0 |
| 16 | SE | Start, YP(S), SB1(P), PIER(P), YP(P), Finish | 6.5 |
| 17 | S | Start, YP(S), SB1(S), R1(S), MF(P), YP(P), Finish | 7.5 |
| 18 | N | Start, YP(S), MF(S), R1(P), SB1(P), YP(P), Finish | 7.5 |
| Length 2: Medium | | | (Time Limit 3 hrs) |
| 19 | S | Start, YP(S), MF(P), PIER(S), SB1(S), YP(P), Finish | 7.5 |
| 20 | SW | Start, YP(S), SB2(S), CH21(P), CH23(P), SB1(S), YP(P), Finish | 8.7 |
| 21 | NE | Start, YP(S), SB1(P), CH23(S), CH21(S), SB2(P), YP(P), Finish | 8.7 |
| GROUP 3: MIXED COURSES | | | (Time Limit 4 hrs) |
| 22 | ANY | BOUNDARY RIDE: Start, YP(S), R1(P), SB1(P), PIER(P), YP(P), Finish | 8.5 |
| 23 | ANY | REVERSE BOUNDARY RIDE: Start, YP(S), PIER(S), SB1(S), R1(S), YP(P), Finish | 8.5 |
| 24 | ANY | BIG BOUNDARY RIDE: Start, YP(S), R1(P), SB1(P), CH23(S), CH21(S), SB2(P), PIER(P), YP(P), Finish | 10.6 |
| 25 | ANY | BIG REVERSE BOUNDARY RIDE: Start, YP(S), PIER(S), SB2(S), CH21(P), CH23(P), SB1(S), R1(S), YP(P), Finish | 10.6 |
| GROUP 4: LONG COURSES | | | (Time Limit 6 hrs) |
| 26 | W/E/ENE <input type="checkbox"/> | Div1 - Start, YP(S), MF(P), SB1(P), 23(S), 21(S), SB2(P), YP(P), GP(P) , SB1(P), YP(P), Fin Div2- Start, YP(S), MF(P), SB1(P), 23(S), 21(S), SB2(P), YP(P), Finish | 13.4 8.7 |
| 27 | NNW <input type="checkbox"/> | Div1 - Start, YP(S), R1(P), SB1(P), Pier(P), YP(P), GP(P) , R1(P), YP(P), Finish Div2 - Start, YP(S), R1(P), SB1(P), Pier(P), YP(P), Finish | 13.0 8.5 |
| 28 | NW/NNW <input type="checkbox"/> | Div1 - Start, YP(S), Pier(S), SB1(S), R1(S), YP(P), GP(P) , R1(P), YP(P), Finish Div2 - Start, YP(S), Pier(S), SB1(S), R1(S), YP(P), Finish | 13.0 8.5 |
| 29 | N <input type="checkbox"/> | Div1 - Start, YP(S), MF(P), Pier(S), R1(S), MF(P), YP(P), GP(P) , R1(P), YP(P), Finish Div2 - Start, YP(S), MF(P), Pier(S), R1(S), MF(P), YP(P), Finish | 14.0 9.5 |
| 30 | W/WSW/ENE <input type="checkbox"/> | Div1 - Start, YP(S), SB2(P), Pier (P), YP(P), GP(P) , SB1(P), YP(P), Finish Div2 - Start, YP(S), SB2(P), Pier (P), YP(P), Finish | 12.2 7.5 |
| 31 | SW/NE/ENE <input type="checkbox"/> | Div1 - Start, YP(S), MF(P), SB2(S), R1(S), YP(P), GP(P) , MF(P), SB2(P), YP(P), Finish Div2 - Start, YP(S), MF(P), SB2(S), R1(S), YP(P), Finish | 18.4 10.9 |
| 32 | SW/E <input type="checkbox"/> | Div1 - Start, YP(S), MF(S), R1(P), SB2(P), MF(S), YP(P), GP(P) , SB2(P), YP(P), Fin Div2 - Start, YP(S), MF(S), R1(P), SB2(P), MF(S), YP(P), Finish | 18.8 11.4 |
| 33 | SE/NE/W <input type="checkbox"/> | Div1 - Start, YP(S), SB1(S), R1(S), YP(P), GP(P) , SB1(S), R1(S), YP(P), Finish Div2 - Start, YP(S), SB1(S), R1(S), YP(P), GP(P) , MF(P), YP(P), Finish | 13.7 9.1 |
| 34 | NNW/SW/E <input type="checkbox"/> | Div1 – Start, YP(S), R1(P), SB1(P), YP(P), GP(P) , R1(P), SB1(P), YP(P), Finish Div2 – Start, YP(S), R1(P), SB1(P), YP(P), GP(P) , MF(P), YP(P), Finish | 13.5 9.1 |

Note: The courses above marked with Code flag 'S' can be shortened at the Green Pile. Only courses 33 and 34 can be shortened for Division 2.

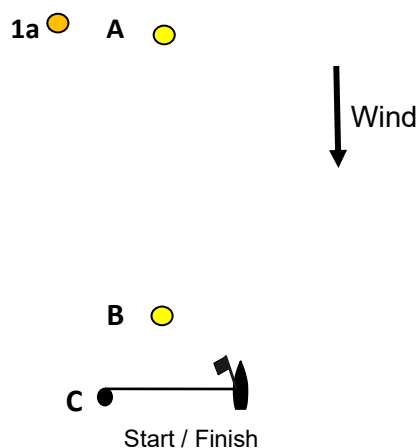
| COURSE | WIND | DETAILS | NM |
|--|---|---|------|
| GROUP 5: EVENT DISTANCE COURSES | | | |
| (Time Limit – as per the individual race below) | | | |
| 35 | Long Distance #1 “Schnapper Point Race” | Div1 - Start, YP(S), MMMF(S), Mornington Start(P), MMMF(P), YP(P), Finish | 14.4 |
| | | Div2 - Start, YP(S), MMMF(S), YP(P), Finish Note: Time Limit shall be 6 hours | 11.3 |
| 36 | Long Distance #2 “Race to the Middle” | Start, YP(S), East Cardinal (middle buoy) (S), 25(S),YP(P), Finish Note: Time Limit shall be 6 hours | 17.2 |
| 37 | Long Distance #3 “Blairgowrie Race” | Div1 – Start, YP(S), SB2(S), 19(S), SorCH12(S), SorCH10(S), BYS4(P), SorCH10(P), SorCH12(P), 19(P), SB2(P), YP(P), GP(P) , R1(S), YP(P), Finish <input type="checkbox"/> | 25.0 |
| | | Div2 – Start, YP(S), SB2(S), SorCH12(S), SorCH10(S), BYS4(P), SorCH10(P), SorCH12(P), SB2(P), YP(P), Finish Note: Time Limit shall be 6 hours | 20.8 |
| 38 | Long Distance #4 “Mornington Navigational Challenge” | Tbc – To be confirmed with MYC if SBSC sailors can join the Navigational Challenge Race | TBC |
| 39 | Long Distance #5 “Around the sticks” (Back-up) | Div1 - Start, YP(S), SB2(S), 21(P), 23(P), SB1(S), YP(P), GP(P) , R1(P), SB2(P), YP(P), Finish <input type="checkbox"/> | 18.7 |
| | | Div2 - Start, YP(S), SB2(S), 21(P), 23(P), SB1(S), YP(P), GP(P) , SB2(P), YP(P), Finish <input type="checkbox"/> | 16.1 |
| 40 | Long Distance #6 | Div1 - Start, YP(S), MMMF(S), Mornington Start(P), SB1(P), YP(P), GP(P) , R1(P), SB1(P), YP(P), Finish <input type="checkbox"/> | 23.2 |
| | | Div2 - Start, YP(S), MMMF(S), Mornington Start(P), SB1(P), YP(P), Finish Note: Time Limit shall be 6 hours | 16.7 |
| Note: The courses above marked with Code flag ‘S’ can be shortened at the Green Pile. | | | |
| GROUP 6: SPECIAL COURSES | | | |
| (Time Limit – as stated in 14.1) | | | |
| 41 | Laid Courses | Refer Attachment “A” | |
| 42 | Club Championship Windward/ Leeward | Refer Attachment “B” | |
| 43 | | SPECIAL COURSE – SEE E-MAIL | |





MARK LOCATIONS

| Mark | Position |
|-------------------------------------|--|
| Start / Finish (Green Pile) | S38 18.374' / E144 59.306' |
| Yellow Pile | S38 18.613' / E144 59.220' |
| Pier Mark | S38 19.840' / E144 57.326' Yellow Pile – Approx. 400mts West of Dromana Pier (NOT at end of Pier) |
| Mussel Farm (MF) | NW - S38 18 11.3' / E144 58 21.2' NE - S38 18 11.6' / E144 58 38.2' SW - S38 18 26.9' / E144 58 20.7' SE - S38 18 26.3' / E144 58 38.0' |
| Mount Martha Mussel Farm (MMMMF) | NW - S38 13.909' / E144°59.917' NE - S38 13.928' / E145°01.059' SW - S38 14.395' / E144°59.903' SE - S38 14.415' / E145°01.046' |
| Mornington Start Mark | S38 12.518 / E145 1.918' Approx. 400mts Northwest of Mornington Pier |
| Cardinal Mark (BYB) | S38 13.908' / E144 50.613' |
| R1 | S38 16.658' / E144 58.509' |
| SB1 | S38° 17.93' / E144° 56.605' |
| SB2 | S38° 20.01' / E 144° 55.15' |
| Turning Mark (refer SI 8.3) | Yellow Inflatable Mark or Bot Mark |

Attachment A – Laid Courses

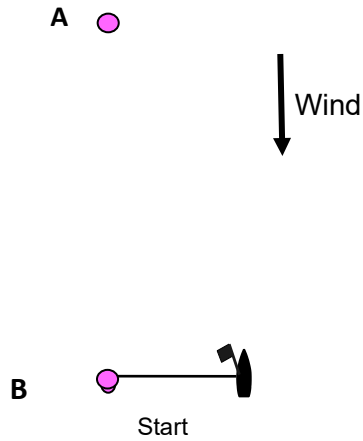
Port course shown







| | | |
|---------------|---|--|
| Course 1 | Start – A – 1a – Finish | Naval Numeral #1  |
| Course 2 | Start – A – 1a – B, – A – 1a – Finish | Naval Numeral #2  |
| Course 3 | Start – A – 1a – B, – A – 1a – B, – A – 1a – Finish | Naval Numeral #3  |
| Course 4 | Start – A – 1a – B, – A – 1a – B, – A – 1a – B, – A – 1a – Finish | Naval Numeral #4  |
| MARKS: | <p>A and B will be Yellow Inflatable Buoys. C will be a Yellow and Black Inflatable Buoy. 1a, if laid, will be an Orange Inflatable Buoy and shall be passed on the same hand as Marks A and B.</p> | |

Attachment B – Club Championship Windward/Leeward Courses

Port course shown



| | | |
|--|---|--|
| Course 1 | Start – A – B – Finish | Naval Numeral #1  |
| Course 2 | Start – A – B, – A – B – Finish | Naval Numeral #2  |
| Course 3 | Start – A – B, – A – B, – A – B – Finish | Naval Numeral #3  |
| Course 4 | Start – A – B, – A – B, – A – B, – A – B – Finish | Naval Numeral #4  |
| MARKS: A and B will be Pink Inflatable Buoys. | | |