

SAILING INSTRUCTIONS

The 94th Vaucluse Regatta Saturday 7st March, 2026

The Organising Authority is the Vaucluse Yacht Club.

1 RULES

1.1 CONDUCT OF RACING

The racing will be governed by:

- (a) The “World Sailing” Racing Rules of Sailing (RRS) (2025-2028)
- (b) The Prescriptions and Safety Regulations of “Australian Sailing”
- (c) The Boating (safety equipment) Regulations NSW, and
- (d) These general Sailing Instructions.

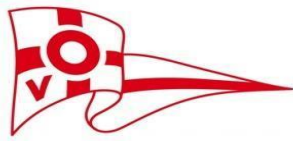
1.2 ADVERTISING

The Regatta will be classified as Category A in accordance with Appendix 1 of section 11 of the RRS unless specific reference is made to advertising in an event.

1.3 ALTERNATE PENALTY

The penalty for breaking a rule of Part 2 of the RRS shall be a **One Turn Penalty** (one tack and one gybe in the same direction). This changes RRS 44.1 and 44.2

For the avoidance of doubt, the penalty for hitting a mark shall be a One turn Penalty (one tack and one gybe in the same direction)



2. NOTICES TO COMPETITORS

Notices to competitors will be posted on any one or more of:

- a) The VYC website regatta page at [Vaucluse Regatta](#)
- b) The SailSys Portal and via SMS and/or email
- c) Signals made ashore displayed on the club flag mast located on the front deck of the club.

3. COMMITTEE VESSEL

The Committee Vessel "REVIVAL" will display the VYC burgee and/or blue on station flag.

4. STARTING LINE

Between the signal mast displaying an orange flag on the Committee Vessel and the port end Start Mark displaying an orange flag. Another style of buoy may be substituted where the race committee reasonably considers there is no danger of confusion to competitors.

Boats whose Warning Signal has not been made shall avoid the starting area during the starting sequence for other divisions.

A boat starting later than 4 minutes after her starting signal will be scored "Did Not Start". This amends rule A5.1 and A5.2.

5. FINISHING LINE

Between the signal mast on the Committee Vessel displaying a VYC burgee and blue "on station flag" and a black and white inflatable buoy to starboard of the Committee Vessel. The finishing line must be crossed from the direction of the last mark. Another style of buoy may be substituted where the race committee reasonably considers there is no danger of confusion to competitors.

A competitor who retires from a race, either before or after finishing, shall notify a Race Committee member aboard a race committee boat.

6. COURSES

Separate course diagram (not to scale) and course details are below for all dinghy classes.



The course to be sailed for a particular fleet may be displayed on a sign located on the cabin or transom of the Committee Boat.

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

Yacht Course

The Yacht course to be sailed will be communicated at the yacht briefing on the day.

Dinghy Course

The Mixed Dinghy and ILCA Divisions will be circuit(s) of a windward and return with the Committee Vessel positioned where the start occurred.

Courses will be port hand rounding (a red flag may be displayed on Committee Vessel)

6.1 MARKS (ILCA AND OPEN DINGHY FLEETS)

Mark	Shape	Colour
Start Mark	Vertical 'pin' with flag	Orange
Finish Mark	Cylindrical	Black and white
Mark 1	Pyramid	Red and white
*Mark 1a Clearance Mark	Cylindrical	Orange
Mark 2	Pyramid	Red and white

NB Another style of buoy may be substituted where the race committee reasonably considers there is no danger of confusion to competitors.

The mark rounding sequence for all ILCAs and Mixed Dinghies is

Start-1-1A-2-1-1A-2-Finish.

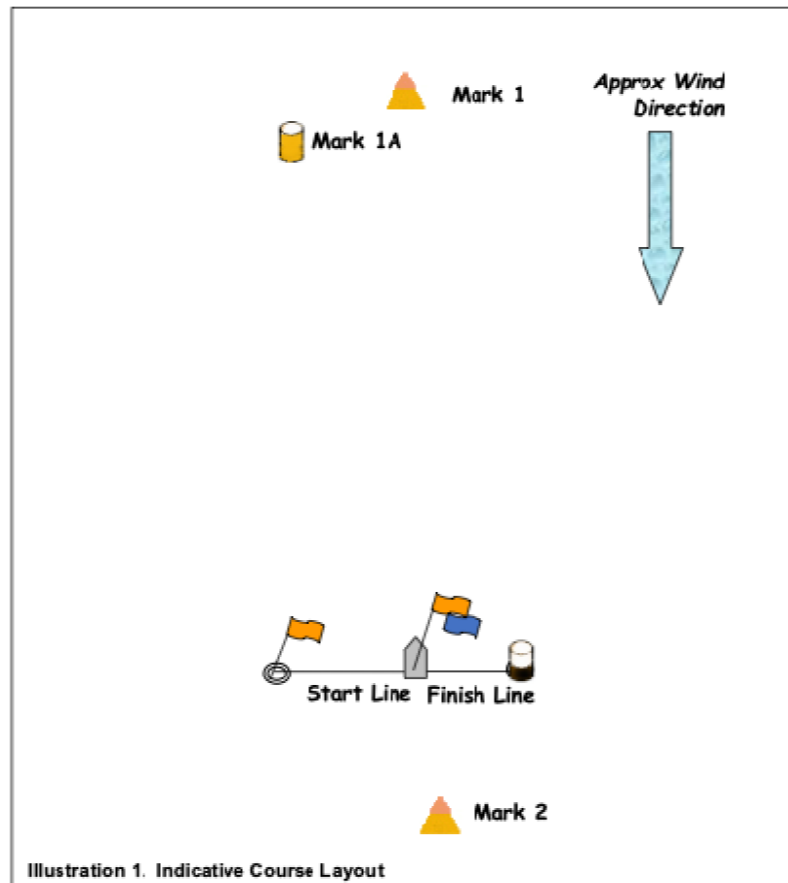
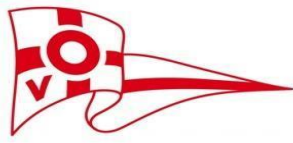


Illustration 1. Indicative Course Layout

7. CLASSES

1. ILCA classes
 - a. ILCA 4 and ILCA 6 may be separate starts depending on fleet numbers
 - b. ILCA 7
2. Mixed dinghy fleet - including Cherub, Vee-Ess, Vee-Jay, OK Dinghies, Finns and Historic Dinghies
3. Open Yachts



8 RACING SCHEDULE

The Race Committee intend to hold a pre-race briefing for all dinghy competitors in the clubhouse at approximately 1200. The Open Yachts will have a separate briefing.

The Open Yachts will have 1 race. The Mixed Dinghy Fleet and ILCA Divisions will have up to 3 races. No race will commence after 1645.

Published times for racing are as follows:

Open Yachts Warning Signal Race 1 (Code Flag O)	5 minutes	1320
Preparatory flag (P) up	4 minutes	1321
Preparatory flag removed	1 minute	1324
Division start, code flag O removed	0 minutes	1325
Mixed Dinghy Fleet Warning Signal Race 1 (OK Class flag)	5 minutes	1325
Preparatory flag (P) up	4 minutes	1326
Preparatory flag removed	1 minute	1329
Division start, OK class flag removed	0 minutes	1330
ILCA 4 and ILCA 6 divisions warning signal Race 1 (ILCA 4 and 6 class flags) IF DIVISIONS ARE SAILING TOGETHER OTHERWISE ILCA 4 START ONLY	5 minutes	1330
Preparatory flag (P) up	4 minutes	1331
Preparatory flag removed	1 minute	1334
Division start, ILCA 4 and 6 flags removed	0 minutes	1335
ILCA 6 division warning signal Race 1 (ILCA 6 class flag)	5 minutes	1335
Preparatory flag (P) up	4 minutes	1336
Preparatory flag removed	1 minute	1339
Division start, ILCA 4 and 6 flags removed	0 minutes	1340
ILCA 7 division Warning signal Race 1 (ILCA 7 class flag)	5 minutes	1340
Preparatory flag (P) up	4 minutes	1341



Preparatory flag removed	1 minute	1344
Division start, ILCA 7 flag removed	0 minutes	1345

The Race Committee may decide whether to start ILCA divisions in one or more separate fleets. If ILCA 4 and 6 divisions start together then ILCA 7 division will start 5 minutes after the ILCA 4/6 divisions. Code Flag I may be used at the Race Committee's discretion.

Effect of General Recall: When a general recall is signalled, the recalled fleet will commence the new starting sequence once any other fleet has started.

Subsequent races will be started as soon as practicable after Race 1 and MAY NOT BE IN THE SAME SEQUENCE AS RACE 1.

9 PROTESTS

Must be avoided with the emphasis on competitors taking their penalty on the water. Any Protest hearings will be held on the western deck as soon as possible after racing has completed and decided by a majority vote as determined by the ILCA Class Captain, the VYC Commodore and / or Vice Commodore or other VYC Committee members as required.

The protest time limit is 60 minutes after the last boat has finished the last race of the day.

10 POSTPONEMENT, CANCELLATION & ABANDONMENT

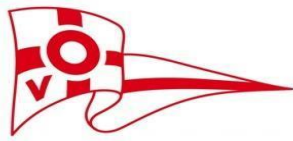
In accordance with RRS rules 27.3 and 32.

11 RECALLS

INDIVIDUAL-Individual recalls will be in accordance with RRS rule 29.1. The yacht's sail number may be hailed. Failure to make a hail or failure by a hailed yacht to hear the hail will not be grounds for redress.

GENERAL-General recalls will be in accordance with RRS rule 29.2.

12 CONTROL



The Committee will have control of all matters connected with racing and will fix race entry fees, determine handicaps, set courses, divide competitors into divisions at its discretion and will decide any question which may arise which is not provided for in these instructions. A yacht hereby waives its right of appeal to “Australian Sailing” against a disqualification as a result of a protest.

13 ENTRIES

All entries are subject to the approval of the Race Committee.

All competitors are required to lodge a block entry and pay Race Entry Fees (if any apply) as determined by the Committee.

Boats can sign on by replying to the SMS message sent to registered entries on the morning of race day. You only need to confirm sign on to Race 1 for the day, not for each race on the day.

Boats unable to access the SMS or sign on at the clubhouse are required to report their intentions to the starter on the start boat. Only boats nominated on the entry form are allowed to race (boats are not interchangeable).

14 ELIGIBILITY

A member of a recognized yacht club and member of the “Australian Sailing” National Membership Scheme will be in charge of each dinghy or yacht competing in a race conducted by the club.

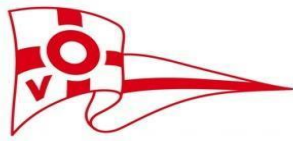
15 ALTERATIONS TO SAILING INSTRUCTIONS

The Race Committee reserves the right to alter the Sailing Instructions at its discretion. Alterations to the Sailing Instructions will be posted on the notice board and will be deemed to be incorporated herein from the effective date notified.

16 MOTORS

A yacht may be propelled by motor or towed until 5 minutes before the nominated time for the start signal of its division.

17 NUMBER OF STARTERS



Unless three competitors start in a division, it will be at the Race Committee's discretion to cancel that race or withhold points awarded for that race. The Race Committee at its discretion may cancel a series and not award trophies if it is deemed that there were insufficient starters in a series.

18 POINT SCORE/DISCARDS

The Low Point scoring system RRS Appendix A applies but rule A5.3 will apply.

The Yacht Division will have one (1) race.

The Open Dinghy and ILCA divisions will have up to 3 races, with all races to count.

19 PRIZES

Prizes will be awarded at the prizegiving at the VYC clubhouse as soon as possible after racing for the scratch winners of each Division and other prizes may also be awarded at the discretion of the Race Committee.

20 SAIL NUMBERS

Competitors must sail under the sail number advised on its entry form and shown on the list of entries. Permission to carry a sail displaying a different number to that shown on the list of entries for a race must be obtained from the Race Committee prior to the warning signal of its division. Competitors sailing with sails carrying unrecorded numbers may be disqualified.

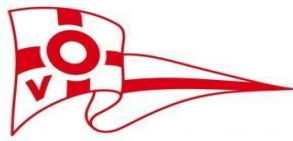
21 ALTERATIONS AFFECTING PERFORMANCE –All classes-All races

ILCAs are required to use the same size rig for all races during this series.

22 SAFETY REQUIREMENTS

All boats participating will comply with Australian Sailing Rules.

23 PERSONAL FLOTATION DEVICES



All Open Dinghy and ILCA dinghy competitors are required to wear an Australian certified personal flotation device when on the water except when briefly changing or adjusting clothing. This changes Racing Rule 40. Breaching this rule will result in disqualification.

24 CARDINAL MARKS

Cardinal Marks constitute Boundary Marks for all courses and must be passed on the safe side from the danger which they mark (e.g. competitors must pass on the west side of a West Cardinal Mark) except the Junction Buoy (sea buoy)

25 KEEPING CLEAR OF THE STARTING LINE

Competitors not actually engaged in starting MUST KEEP CLEAR of the starting line by a minimum of 50 metres prior to their warning signal. Competitors not adhering to this instruction may, at the discretion of the Race Committee, be disqualified.

26 LATE STARTERS

Competitors starting more than 4 minutes after their starting signal may be recorded as (did not start).

27 LATE FINISHERS

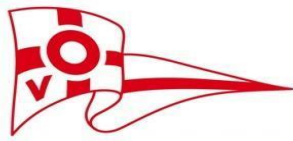
The Race Official aboard the Committee Vessel may at his discretion allocate finishing times to competitors that are well behind the bulk of the fleet and/or leave the finishing line.

28 TIME LIMIT

The target time for each dinghy class race is 40 minutes. The time limit shall be 1.5 hours from the starting signal. Boats finishing 10 minutes after the first boat of its class finishes or after the time limit whichever is later, will be scored "did not finish".

No race shall start after 1645 hours.

29 COMMERCIAL SHIPPING



WATERWAYS AUTHORITY REGULATIONS SPECIFY THAT SAILING VESSELS MUST NOT INTERFERE WITH THE COMMERCIAL SHIPPING OF THE PORT.

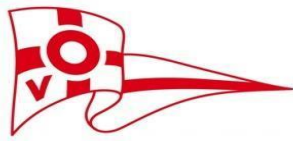
Vessels found to have interfered with commercial shipping may be disqualified.

NSW Maritime has published a regulation that places an “exclusion zone” around Manly ferries whilst they are underway. The exclusion zone extends 200 meters forward of the bow of the ferry and 30 meters from each side and the stern. No sailing vessel is to enter this zone whilst the ferry is under way. If a formal complaint is received from either Sydney Ferries or NSW Maritime against a sailing vessel interfering with the passage of a ferry or commercial shipping, the sailing vessel shall be disqualified from the race by the Race Committee without a hearing.

30 INSURANCE

All competitors competing in the Regatta must hold current and adequate insurance to cover possible property and personal damage claims. Furthermore, all competitors are to ensure that the vessel's insurance fulfils this requirement under racing conditions.

The minimum 3rd party insurance cover is ten (10) million dollars for Open Yachts, Open Dinghy and ILCA dinghies.



31 RESPONSIBILITIES

All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 3 which states:

“The responsibility for a boat's decision to participate in a race or to continue racing is hers alone”.

The VYC, any sponsors, respective class associations, the Race Committee and other race officials are not responsible for any damage or injury either afloat or ashore.

The VYC, any sponsors, respective class associations, the Race Committee and other race officials are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.

All those taking part in these races are reminded of their obligations as set out in the “Yachting Australia” Special Regulations Clause 1.02 Owners Responsibility.

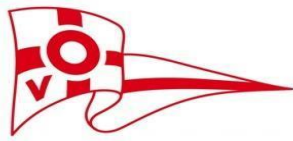
32 RISK WARNING

This RISK WARNING is issued jointly by the Vaucluse Yacht Club and the NSW Maritime Authority, pursuant to the Civil Liability Act 2002 to all persons wishing to participate in the sailing activities conducted by the Vaucluse Yacht Club.

Participants are warned that, regardless of the precautions, which might be taken by experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death.

As an indication, these risks may include, but are not limited to:

- The extremes of weather and sea conditions.
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.



Vaucluse Yacht Club and the NSW Maritime Authority also warn participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress.

Participants are warned to consider the above risks and all other risks before deciding to participate in any sailing event with Vaucluse Yacht Club.

Participants are also advised that although the Vaucluse Yacht Club is covered by third party insurance, this cover DOES NOT extend to participants. Any participant who considers they have a need for insurance must take out their own private arrangements with an insurer. A personal accident insurance policy is available with subscription to membership of Australian Sailing.