



Sailing Instructions

UniSport Nationals Team Sailing 2025

Monday 29th September – Thursday 2nd October 2025

Organising Authority: Southport Yacht Club

Venue: SYC Oxenford Watersport Centre, 33 Watersports Lane, Oxenford, QLD, 4210

In conjunction with UniSport Australia

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

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

1. Rules

- 1.1 The regatta shall be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2025–2028, including Appendix D – Team Racing Rules, except for changes indicated in relevant paragraphs in this Notice of Race and in the Sailing Instructions.
- 1.2 The Prescriptions and Special Regulations Part 2 of Australian Sailing (AS) will apply.
- 1.3 The UniSport Australia (UniSport) Guidelines for Sailing, Eligibility of Competitors, Participation Agreement and Code of Behaviour will apply.
- 1.4 No Class Association rules will apply

2. COMMUNICATIONS

- 2.1 Notices, including race results and amendments, will be posted on the online Official Notice Board (ONB) which is located at:
<https://www.unisport.com.au/sport/sailing/>
- 2.2 The race office is located at Oxenford Watersports Centre, Floor 2, Office 1,
- 2.3 The Race Committee will communicate on VHF channel 11.

3. CHANGES IN THE SAILING INSTRUCTIONS

- 3.1 Any change in the sailing instructions will be posted by 0800 on the day it will take effect. Changes made to SI 6 Schedule must be made by 2000 hours. Changes made to SI 7 Regatta Format, except as noted in SI 8.1, may be made verbally and will be effective immediately, in which case Flag "L" will be flown from the start vessel or official flap pole.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the official flag pole located outside the Oxenford Water Sports Centre.
- 4.2 When a Postponement (flag "AP") is displayed ashore, no boats are allowed to depart the beach and '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

5. BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

- 5.1 [NP] Pacer class boats will be provided by the Southport Yacht Club for competing teams. The boats have been equalized in performance potential to the extent possible and organized into fleets. An alternate boat may be substituted in case of a breakdown. Claims regarding the performance of the boats will not be grounds for a boat to request redress. This changes rule 61.4(b).
- 5.2 All equipment shall be used as supplied and no changes, additions or subtractions shall be made other than those permitted by the sailing instructions or the Organizing Authority. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA.
- 5.3 Addendum 1 - Handling the Boats lists items and actions that are prohibited, permitted and mandatory.
- 5.4 Addendum 2 - Equipment List lists all equipment that shall be onboard at all time

6. SCHEDULE

- 6.1 The schedule will be as follows:

Date	Time	Activity
Monday, 29th September	09:00 – 09:55	Team Registration
	10:00	Competitors Briefing
	10:30 – 12:30	Practice Session 1
	12:45 – 14:45	Practice Session 2
	15:00 – 17:00	Practice Session 3
Tuesday, 30th September	9:15	Mandatory boat rigging (See SI 6.3)
	10:00	First Warning Signal
Wednesday, 1st October	9:15	Mandatory boat rigging (See SI 6.3)
	10:00	First Warning Signal
Thursday, 2nd October	9:15	Mandatory boat rigging (See SI 6.3)
	10:00	First Warning Signal
	ASAP after racing	Medal Ceremony

- 6.2 On all days of racing, no warning signal shall be made after 17:00 hours, except on the final day of racing where no warning signal shall be made after 16:00 hours.
- 6.3 The first four teams to compete on a given day of racing shall rig their assigned boats and sail them to the racing area by the time of the first warning signal.
- 6.4 The final four teams to complete their racing on a given day of racing shall sail their boats to the beach in front of the Water Sports Centre and pack-down their assigned boats.
- 6.5 Practice Sessions may be booked through the following Jotform:
<https://form.jotform.com/252647139643059>

7. REGATTA FORMAT

- 7.1 The planned format is 3v3 racing comprised of two stages. The first will be one or more round robins amongst all competing teams. The second will be a finals series including the teams ranked first to fourth from the first stage.
- 7.2 For results to be considered from a round robin for seeding the second stage, 80% or more races in the round must have been completed. No race-wins from round-robins will carry forward to the second stage.
- 7.3 The second stage will consist of a semi-final round of best of three matches between the teams ranked first and fourth and the teams ranked second and third, the winners (first to 2 race wins) of these mini-series will progress to a best of three 'grand finals' mini-series and the losers to a best of three 'petite finals' mini-series.
- 7.4 The winners of the grand final and petit final will be the first team to score two race wins.
- 7.5 The OA, Race Officer and the Chief Umpire, may terminate or alter the format in progress, change assigned boats, change the order of races, or make such other arrangements as may be necessary to conclude the event. This changes rule D4.2(b).
- 7.6 Scoring shall be as per RRS Appendix D

8. FLEET DESIGNATION AND STARTING ORDER

- 8.1 Teams will be assigned to boats as designated within the round robin.
- 8.2 Boats will be identified by their jib colour, mainsail colour and mainsail number.
- 8.3 The round robin with fleet designations will be made available to competitors by 10:30am, 29th September.

9. RACING AREA AND DANGER AREAS

- 9.1 The racing area will be on Regatta Waters (Oxenford Lake). The location of the rendezvous area will be announced at the participants' meeting. The primary location and danger areas are noted in SI Addendum 5.

10. COURSE

- 10.1 The course will be a Starboard S Course as seen in SI Addendum 4 – Course Diagram

11. MARKS

- 11.1 All marks will be flag marks on a float. Start Mark Red, Course Marks Yellow, Finish Mark Blue.

12. STARTS AND FINISH

12.1 Races will be started as described below. This changes RRS 26.

- (a) Audible signals shall govern the start.
- (b) The race number shall be displayed on the start boat prior to the warning signal.
- (c) The starting sequence shall be:

Signal	Time Before Starting Signal	Sound Signals	Visual Indication Flags
Warning	3 Minutes	3 Long	3 Blue Flags
Preparatory	2 Minutes	2 Long	2 Blue Flags
One (1) Minute	1 Minute	1 Long	1 Blue Flag
	30 Seconds	3 Short	
	20 Seconds	2 Short	
	10 Seconds	1 Short	
	5 Seconds	1 Short	
	4 Seconds	1 Short	
	3 Seconds	1 Short	
	2 Seconds	1 Short	
	1 Second	1 Short	
Start	0 Seconds	1 Long	All Blue Flags Lowered

- (d) Signals shall be timed from the beginning of the sound signal.
 - (e) Failure to hear the signal shall not be grounds for redress. This changes RRS 61.1(a).
 - (f) Visual indication flags shall be raised and lowered from the start boat to indicate the time before the start. Failure or mistiming of an indication flag shall not be grounds for redress. This changes RRS 61.1(a).
- 12.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 12.3 [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.4 A boat that does not start within two minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS D3.
- 12.5 The finishing line is between a staff displaying a blue flag on the finishing vessel at the starboard end and the course side of the port end finishing mark.
- 12.6 Boats not finishing within 5 minutes of the first boat shall be scored DNF without a hearing. This changes RRS 35 and D3.

13. RECALLS

- 13.1 [NP] Individual recalls will be signalled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X will be displayed for up to one minute following the start along with one short sound. This changes RRS 29.1.
- 13.2 Failure to hear the hail, or the order in which boats are hailed shall not be grounds for redress. This changes RRS 61.1(a).

14. UMPIRES

- 14.1 Rule D2, Umpired Races, shall apply.

15. DAMAGE

- 15.1 When damage occurs or is likely to have occurred, regardless of whether a boat has been penalized or an umpire has instructed a boat to report to the Bo'sun for damage inspection, that boat shall report to the Bo'sun, or to an umpire who shall contact the Bo'sun, on the water immediately at the end of her race.
- 15.2 The OA may require the damage deposit to be restored to its original amount before a team will be permitted to continue racing.

16. SPORTSMANSHIP

- 16.1 Competitors are expected to fully comply with RRS 2 at all times. Abuse or intimidation of other competitors, race officials or officials of the Southport Yacht Club will not be tolerated. All such incidents, whether or not they include umpire-initiated penalties, shall be reported to the Chief Umpire for possible further action.

17. SAFETY

- 17.1 In accordance with RRS 3, the responsibility for a boat's decision to participate in a race or to continue racing is hers alone. The responsibility for the safety of the boat and each competitor lies solely with each individual and not with the Southport Yacht Club Inc. or UniSport Australia.

SI ADDENDUM 1 – HANDLING THE BOATS

1. General

- 1.1 While all reasonable steps are taken to equalize, variations in the boats will not be grounds for redress. This changes RRS 62.
- 1.2 While in the racing area, a boat needing to contact the Bosun to request a change or repair shall contact an umpire who will and proceed to the area to the left (looking upwind) of the start area until receiving further instruction.

2. PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed otherwise by an umpire, the following are prohibited:

2.1 Actions subject to umpire-initiated penalties during a race:

- (a) Moving the mast blocks.
- (b) Adjusting or altering the tension of standing rigging.
- (c) Removing/adjusting tiller tie-down strap.
- (d) The use of electronic instruments or smartphone/tablet apps, other than watches or a compass.
- (e) The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- (f) Sitting forward of the mast (including legs).
- (g) Radio transmission.

2.2 Actions subject to protest by the National Umpire or Race Committee:

- (a) Any additions, omissions or alterations to the equipment supplied.
- (b) The replacement of any equipment without the sanction of the RC.
- (c) Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- (d) Moving equipment from its normal stowage position except when being used.
- (e) Boarding a boat without prior permission.
- (f) Launching a boat without having paid the required damage deposit or having permission from the RC, or, on race days, while “AP” is displayed ashore.
- (g) Marking directly on the hull or deck with permanent ink.
- (h) Perforating sails, even to attach telltales.
- (i) The use of any equipment for a purpose other than that intended or specifically permitted.

3. PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape or Velcro tape but not duct tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) telltale material
 - (f) watch, timers and a compass
 - (g) shackles, plastic clips, cotter pints/ring dings and clevis pins
 - (h) spare flags
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach telltales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings (adhesive tape only)
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix D2

4. MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1 At the end of each sailing day:
 - (a) rolling, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
- 4.2 At the end of the final day for a particular boat, cleaning the boat (deck and spars), removing all trash and recycling and removing all tape and marks.
- 4.3 Taking on board a bailing bucket that shall be provided by the Organising Authority .
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 A breach of items 4.1 and 4.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM 2 – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their normal position while sailing. Any loss shall be reported on the daily damage report.

PACERS

SAILS AND SAILING EQUIPMENT

- Mainsail with battens
- Jib
- Two sail bags
- Mainsheet
- Jib sheets
- Tiller extension

SAFETY GEAR

- Life jackets for each crew member (provided by competitors)
- Bailing Bucket

SI ADDENDUM 3 – DISCRETIONARY PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS RACING

As per SI 1.2(d), the umpires may impose a discretionary penalty for breaking rule 14 without a protest hearing, unless a boat involved in the incident requests a hearing, in which case the umpires shall report the incident to the International Jury. If it has good reasons to do so, the International Jury may impose a greater discretionary penalty than what the umpires determined was appropriate. This addendum explains how the penalties will be determined and is intended to:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties fit the breach and are consistent

Damage Levels

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Penalties

Race-win penalties may be imposed by umpires after a race to boats that break rule 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out match in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out match, the penalties are offsetting and will be disregarded for scoring purposes.

Race-Win Penalties: to be applied without a hearing

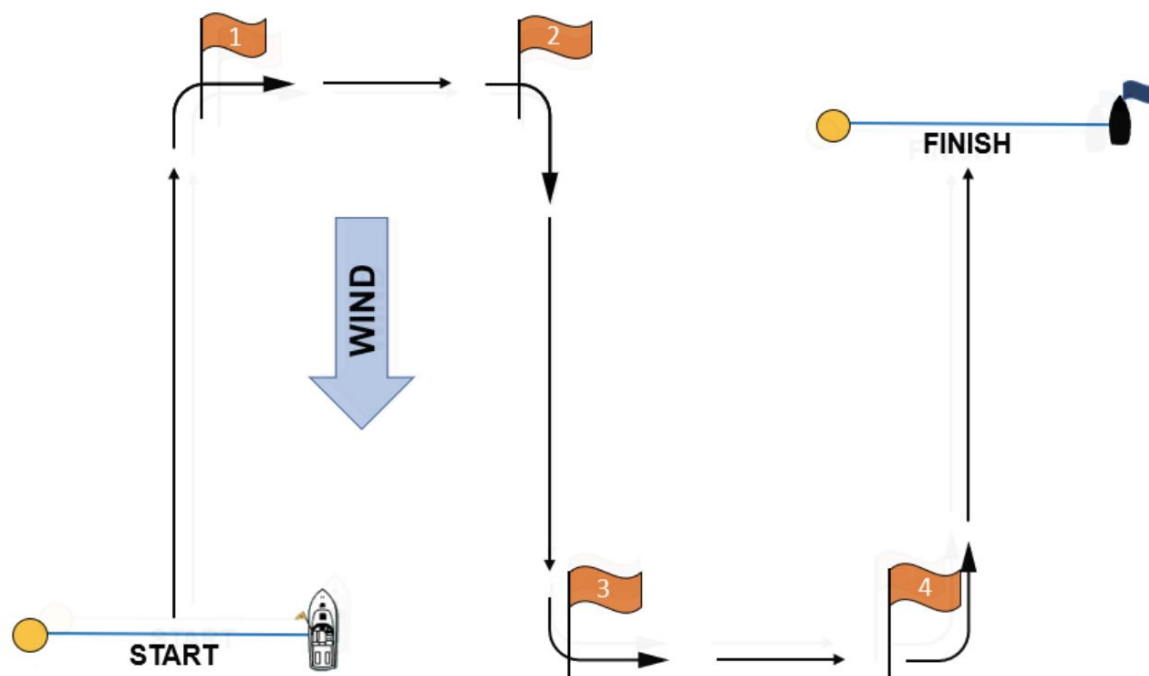
Damage Level	Round-Robin	Finals Series
Level A	No Penalty	No Penalty
Level B	½ Race Win	¾ Race Win
Level C	1 Race Win	1 Race Win

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any race win penalties imposed by the Umpires.

SI ADDENDUM 4 – Course Diagram

Starboard S Course:



SI ADDENDUM 5 – Race Area and Danger Areas

