

SBBC RACE SAILING INSTRUCTIONS

2025-2026

1/ Pre-season entry requirements.

All Skippers must be current SBBC members. This does not prevent invitations to race being extended to visiting vessels at the discretion of the RO (race officer), but they are subject to the same compliance requirements as SBBC vessels. Visiting vessels will not be "handicapped" or eligible for SBBC awards.

Prerequisites for any Sailing Competition:

Prior to any competition each season and to be eligible for SBBC competitions and awards, all Owner/Skippers shall provide the following documentation:

Regular Competing Crew List:

Definition of "Regular Competing Crew Member"

"Any person who is likely to sail in any vessel more than once in any one season of the SBBC racing period or year."

Details are to be provided of all regular crew members including full name, DOB, effective contact details and next of kin details.

This information provided will be held confidentially for release only to the emergency services or other SAL (*Search and Locate entities*) in the event of any incident involving missing, injured, or deceased crew members or endangered vessels.

Lodgement of Australian Sailing Category 5 Audit Form:

Each competing vessel owner will lodge a completed "*Australian Sailing (AS) special regulations equipment audit form CATEGORY 5*" certifying their compliance. Category 5 allows the skipper/Owner to Self-Audit their vessel for competition within the level of SBBC racing (Cat 5). Should assistance be required in this process several SBBC members are competent to interpret the requirements and assist as required. Any assistance from any SBBC volunteer does not waive the owner's responsibility for the accuracy of the submitted documentation.

At the SBBC's sole discretion they may appoint a competent person to make an independent assessment of the vessel's compliance and safety, and any costs incurred will be borne by the owner.

Public Liability Insurance:

All competing vessels are required to hold public liability insurance $\geq$ \$10,000,000.

A copy must be submitted as part of the pre-season requirements.

It is recommended all Skippers/Owners shall carry a copy of this insurance document with the current season copy of any SBBC course documents.

Mandatory Documentation:

Under the Australian Sailing regulations, it is mandatory that all Skippers/Owners will carry the following completed documentation with them throughout competition:

- Completed Australian Sailing Vessel Audit Form Cat 5 (Hard Copy or Electronic is acceptable)

Recommended Documentation:

It is recommended all Skippers/Owners shall carry the following documentation with them throughout competition:

- Australian Sailing 2025-2028 BLUE BOOK Racing Rules of Sailing (RSS)
- Australian Sailing Special Regulations Part 1 Keelboats

- Copy of Current Public Liability Insurance
- Regular Competing Crew List
- Current Competition Course Documents

Electronic Copies on a phone, tablet, or computer (carried on the vessel) will be acceptable.

These documents will be available on the SBBC Website or via the Australian Sailing website.

Australian Sailing Documents:

2025-2028 BLUE BOOK Racing Rules of Sailing (RSS)

<https://www.sailingresources.org.au/rules-hub/rrs>

Australian Sailing Vessel Audit Form Cat 5

<https://www.sailingresources.org.au/safety/equipment-auditing-forms/>

Australian Sailing Special Regulations Part 1 Keelboats

<https://www.sailingresources.org.au/safety/specialregs/>

2/ Method of lodgement

(All the below mentioned forms also complete part of this document).

Ensure you have completed in full and submitted ALL the following documents as part of your pre-season entry requirements:

- A regular crew member list. This lodgement should be updated as and when the “regular” crew members change. This form *must* be signed and dated by the owner/skipper.
- SBBC Acknowledgement/Check List Competing Vessel Form.
- A completed and signed current Australian Sailing Vessel Audit Form Cat 5 covering the entered vessel/s.
- Current certificate of insurance for the entered vessel/s. This lodgement must be renewed with each new period of insurance.

The above-mentioned documents, when completed can be returned to the SBBC via the following methods:

- Mail: SBBC At: Vice Commodore Sail PO Box 88 Triabunna 7190.
- Email: Via the SBBC contact email Att: Vice Commodore Sail: sbbccontact@gmail.com



SPRING BAY BOAT CLUB INC.

Pre-Season Regular Competing Crew List:

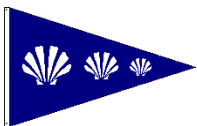
Date:
Vessel Name:
Skipper/Owner Contact Details:

Name:	Preferred Contact No:	Optional Contact No:	Compulsory
DOB:			✓
Next of Kin:			✓

Regular Crew Information
<i>Please update as required during the season</i>

Name Crew: (Compulsory)	Preferred Contact (Ph): (Compulsory)	Next of Kin Name: (Optional)	Preferred Next of Kin contact (Ph):

Declaration of Person in Charge
I have read and understood the requirements set out in this document and understand it is my responsibility to update the SBBC should the regular crew change during the season.
Name _____ Date _____
Signature _____



SPRING BAY BOAT CLUB INC.

Pre-Season Acknowledgement and Check List for a Competing Vessel:

Date:

Vessel Name:

Vessel Registration Number:

Skipper/Owner:

Quick Check List for Applicants	Compulsory	Optional	Check
Current certificate of insurance	✓		
Regular crew member list	✓		
Australian Sailing Vessel Audit Form Cat 5	✓		
SBBC Acknowledgement/Check List Competing Vessel	✓		
Downloaded AS Blue Book		✓	
Downloaded AS Special Regs Part 1 Keel Boats		✓	

Declaration of Person in Charge

I have read and understood the requirements set out in this document including all pre requisite requirements to compete, sailing regulation as set out under sections 3-15 and acknowledge any assistance from any SBBC volunteer or committee member does not waive the owner's responsibility for the accuracy of the submitted documentation nor their liability as a responsible person in charge

Name _____ Date _____

Signature _____

Version 1.5 – 14 May 2024

AUSTRALIAN SAILING (AS)
SPECIAL REGULATIONS EQUIPMENT AUDIT FORM



CATEGORY 5	MONOHULLS & MULTIHULLS	Races with limited rescue availability in protected waters in daylight and sheltered waters at night
DATE OF AUDIT / /	SAIL NO:	BOAT NAME:

This section to be completed and **ticked or initialed** by person in charge (P) and auditor(A). If item not applicable, mark 'n/a' or dash '-'

Reg	Structural Fixed Deck Items	P	A
2.03.1	Equipment functions & adequate for intended use		
2.03.2	Ballast & heavy equipment secured		
3.01 - 3.05	Section 3 Part 1 – Structural Features, Stability, See Keel and Rudder Inspection Form, and Organising Authority requirements		
3.06.1	(b) Enclosed cabin, ≥ 5.5m LH, and carrying fuel below decks, 2 exits		
3.07.1	No hatches forward of maximum beam open inwards except if size < 0.071 m ²		
3.07.2	(a)(i) Hatches above water when heeled 90° (a)(ii) Non-conforming hatches: size < 0.071 m ² (a)(iii) Non-conforming hatches kept shut while racing (b) Hatches capable of being immediately shut; permanently attached lid		
3.07.3	Non-conforming hatches labelled 'Not to be opened at sea'		
3.07.4	Blocking device for low sill companionway (a) Companionway hatch securing arrangement (i) Operable from above and below (b) Blocking devices (e.g. washboards) (i) Capable of being retained with hatch open or shut (ii) Secured to boat (e.g. by lanyard) (iii) Permit exit in event of inversion		
3.08.1	Cockpit strong, self-draining, & watertight (3.08.2)		
3.08.3	Bilge pump outlet not connected to cockpit drain		
3.08.7	Number of cockpit drains required: <8.5 m: 2 x 25 mm Age/Series Date pre 07/77 & >8.5 m: 2 x 25 mm Age/Series Date post 07/77 & >8.5 m: 4 x 20 mm		
3.20.5	1 x manual bilge pump if space below floorboards precludes access for bucket bailing		
3.20.6	Bilge pump not to discharge into closed cockpit Bilge pump not connected to cockpit drains		
3.20.7	(a) Bilge pump minimum suction bore 25 mm (b) Bilge pump & strum boxes accessible		
3.22	Minimum 2 halyards capable of hoisting sail		
3.23	Night: Navigation lights carried complying with IRCAS		
3.24.4	If using outboard motor, provision for it being mounted at all times (may be raised but not removed)		
3.28.1	Hull identification, min 50 mm; name & state rego; OR name, sail number & club		
4.01.1	Sail numbers as per RRS 77 and Appendix G		
Reg	Structural/Fixed Items Below	P	A
3.09.1	(a) Seacocks permanently installed (b) Plugs for each opening attached or stowed nearby		
3.15.2	Night: Toilet or securely fastened bucket (a)(i) Lifelines uncoated stainless steel wire, or (a)(ii) HMPE rope of minimum diameter (b) Loose sleeve permitted		
3.12.6 if fitted	(d) Gap secured by lanyard ≤ 100 mm; Lanyard replaced annually (e) Total lifeline system ≥ strength of required wire Lifeline size minimum: LH < 8.5 m: 3 mm; LH 8.5 m – 13 m: 4 mm; LH > 13 m: 5 mm		
3.17 if fitted	Cooking stove/heating appliance safe use in seaway e.g. Gimballed with accessible shutoff Gas or methylated spirits only fuels for cooking "REMEMBER Turn Off Gas At Bottle" sign Gas detection for permanent pilot light Disposable gas canisters ≤ 225 grams Gas bottle, spare canisters in separate compartment ventilated overboard		
3.24.3	Inboard engine to SR 3.24.1, OR outboard engine with tanks, fuel supply; all securely fastened		

3.24.6	Dedicated starter battery if electric starter is only method of starting		
3.24.7	Separate generators, if carried, securely covered and permanently installed		
3.24.8	Fuel tank shut off valve/cock if fuel can escape or siphon		
3.24.9	(a) Petrol tanks – see regulation (b) Diesel tanks metal or other certified material (c) Fuel lines comply (d) Outboard tanks secured on deck or ventilated compartment; manufacturer supplied or recognised national standard (e) Petrol not below decks in portable containers (f) Flexible fuel tank not permitted		
3.25.1	(b)(iii) Permanently installed (new installations DSC capable), or 5W waterproof handheld, VHF transceiver		
Reg	Portable Equipment	P	A
3.18.4	Emergency water 1 litre per crew additional		
3.20.9	2 x 8 litre buckets, stout construction with lanyard		
3.23.4	Night: Reserve navigation lights, independent of main power		
4.04.2	1 x fire extinguishers 1A:10BE dry powder min or equiv.		
4.04.4	Fire blanket (for cooking device with open flame)		
4.05.1	(a) Anchors & ground tackle as per Table 1 (b) Anchor & warp sizes Table 2 or Table 3 Anchor 1 Type.....kg/size.....		
4.06.2	1 x flashlight floating type; spare batteries & bulbs if replaceable		
4.07.2	First Aid Manual (St Johns or Red Cross) (current ed.)		
4.07.4	First aid kit, waterproof container; contents as listed below (alternative brands permitted)		
4.07.9	Charts (may be solely electronic); plotting equipment		
4.10.1	Current AS "Racing Rules of Sailing" and "Special Regulations Part 1"; electronic or hard copy		
4.10.3	Night: Emergency tiller if not tiller steered		
4.14.1	Night: Alternative steering method for rudder loss		
4.15.1	Tools, spares parts, effective way to cut rigging		
4.15.3	Sharp knife sheathed, restrained in or near cockpit		
4.16.1	Name on all buoyant equipment & items		
4.16.2	Personal lifejacket marked to identify owner		
4.17	Retroreflective tape on lifebuoys, lifelines, liferafts		
4.22.1	Waterproof container for flares 2 x red hand flares 2 x orange hand flares		
4.23.1	Heaving line minimum 15 m		
4.26	Retrieval method of crew from water		
5.01.1	(i) Lifejacket ≥ 50N in service Number (1 per crew) (See regulation for compliance standards) (j) If no lifelines, PFD ≥ 50N (as per 5.01.1i) worn by each crew on deck (k) Night: PFDs ≥ 100N		
5.03	Night: Personal light (strobe or SOLAS LSA 2.2.3)		

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CATEGORY 5	MONOHULLS & MULTIHULLS	Races with limited rescue availability in protected waters in daylight and sheltered waters at night
DATE OF AUDIT / /	SAIL NO:	BOAT NAME:

4.07.9 First Aid Kit Contents List – within expiry date		
NON-PRESCRIPTION	P	A
Paracetamol 500 mg (e.g. Panadol) or Ibuprofen 200 mg (e.g. Nurofen) x 20		
Soluble Aspirin (e.g. Disprin) x 20		
Disposable gloves x 10		
Crepe bandages 75 mm x 1.5 m x 2		
Low absorbency non-adherent dressing/plain gauze (e.g. Melolin) x 5		
Band-aids or equivalent roll of bandaid x 20		
Normal saline 30 ml x 2		
Sunscreen 30+ 250 ml x 1		
Scissors, stainless steel x 1		
CPR mask or 6 face shields		

END OF FORM

As this form is for national use and portability, please use a separate checklist page for additional club/race organiser requirements



3/ Rules

The race(s) will be governed by the Racing Rules of Sailing 25-28 (RRS), Prescriptions and Special regulations of World Sailing (WS), Australian Sailing (AS) Special Regulations Part 1 and the International Regulations for Preventing Collisions at Sea.

All SBBC “keelboat” races are “performance handicap” races. Corrected times are determined using “Top Yacht Mixed Keelboat” algorithm, using the “club handicap” method. Detail system settings are at the discretion of the handicapper. Initial handicaps for new to the SBBC boats are determined by the “SBBC Handicapper” who may consult widely, but whose sole decision is final.

The SBBC may amend any detail of this notice for specific events by providing an event specific supplementary document on the day.

All boats shall comply with the prevailing Tasmanian statutory requirements, including Marine and Safety Tasmania requirements.

The following alterations to RRS have been made:

- Between official Sunset and Sunrise, the International Regulations for Preventing Collisions at Sea shall replace the Rules of RRS Part 2.
- RRS 50.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.
- RRS 52 is changed by adding “The use of stored power may be used for the hoisting, reefing and furling of sails”.
- RRS 42.3(1) is changed by allowing use of engine propulsion under the conditions set out in rule 42.2(h) *effectively meaning a vessel may use engine power to avoid imminent grounding, or extricate themselves from grounding, or to avert, or to recover from collision. A competitor deemed to have used engine power to improve their position may be subject to protest.*

SBBC specific rules:

- Any Single-Handed competitor shall wear an approved PFD level 100 or better (AS4758.1) preferably with a crutch strap, and this is advised for all competitors.
- Vessels shall not enter any fish farm leases, restricted areas or sail inshore of navigation markers unless explicitly directed in the course instructions.

Note on “Gates” in course directions. When a course requires a yacht to pass through the inner Start/Finish Line as part of the continuing race, this will be designated the “Gate.” Vessels must pass through the Gate from the direction of the preceding mark and round either the Port or Starboard mark before proceeding to their next mark.

4/ On water communication.

All competing vessels will monitor both the race working channel (VHF 73 unless otherwise specified) and VHF 16.

All competing vessels will carry a nominated mobile phone to promptly text finishing times to the timekeeper, and to communicate with emergency services as directed, or the RO. Mobile phone is also the appropriate medium for non-emergency RU OK checks on stragglers who are out of range on Ch 73 “simplex” range.

5/ Emergency communication protocol

In the event of a *person overboard incident, where they are not immediately recovered, injury or illness requiring urgent medical attention, or vessel in distress*, an emergency radio call on VHF 16 should immediately be made to Tas Maritime Radio.

6/ Guidance for the race officer (RO)

The Race officer is responsible for conducting a race which is as fair as reasonably possible to all competitors and can be finished within any time limits set (usually sunset as defined by the Bureau of Meteorology (BOM) for Triabunna).

The RO is expected to monitor the BOM weather forecasts especially the “marine wind forecast” for the “lower east coast,” and the actual conditions before the race period. Other forecasts may be used to aid decisions but should not override formal *marine wind warnings* from the BOM without good observation evidence that wind and wave conditions are acceptable over the race area.

Prudent judgement should be made to take account of the safety of all competitors and officials. For practical purposes a base wind strength forecast, or real time observation of an average breeze more than 25 knots, should normally trigger the RO to cancel or postpone the race.

The RO should exercise extreme caution when a “strong wind warning” is current and gusts are observed. Note: For marine forecast purposes strong wind warning are defined by the BOM as “winds averaging between 26 knots and 33 knots” and gusts between 36 knots and 46 knots.

Races shall be cancelled when a “marine wind warning” of “gale force” winds is current for the race period for the “lower east coast, unless there is sound evidence that the conditions are, or will be, moderate over the relevant sailing courses and that real time observations back this up!

Racing shall be cancelled or postponed if a “marine wind warning” of “storm force winds” is current for the “lower east coast.”

7/ Pre-race communication

If the race officer determines in advance that conditions will be hazardous or otherwise unsuitable for racing, or that less than three yachts are intending to race, they will notify all regular competitors as soon as practical, that the race is cancelled, or the start postponed. Competitors who are not intending to race should notify the designated race officer (RO) as soon as possible, preferably by text. Failure to notify or be notified is not grounds for protest.

8/ Immediate pre-race requirements.

Each vessel will TEXT the vessel name, name of Skipper and number of crew members on board, to the handicapper/timekeeper **0438 040 249** which is their confirmation to the handicapper that they are entering in the race. and a means of promptly inform emergency services or SAL authorities of boat identities and crew number. Their entry implies that the Owner/Skipper have completed.

- all seasonal entry and pre-race requirements,
- are carrying all the necessary documents aboard.
- are eligible to race.
- the Skipper takes full responsibility for the decision to race!

The penalty for not performing series entry or pre-race requirements is to be treated as a non-starter (DNC)

9/ Race starting procedure

Unless otherwise specified in specific race instructions, the following is the start procedure.

The designated race officer RO shall advise the course approximately 15 minutes prior to the start on VHF 73. All competitors shall acknowledge when called by the RO. Only after the polling is completed should any missed vessels call up.

The vessels acknowledgement covers their intention to race and number of people on board and confirmation of the course.

Other competitors shall keep clear of the RO's vessel till after the 5-minute mark.

Approximately one minute before the 10 minute “warning signal”, the RO will broadcast on channel 73 *standby for the 10-minute signal” and repeat the course.* Other than in an emergency, all other radios SHALL then remain SILENT till after the start. The RO will count down 30 seconds - 20 - then 10,9,8,7,6,5,4,3,2,1,0.

The same procedure should be followed for the 5-minute preparatory signal which is the official time mark.

There is no start signal. The Skipper's integrity is assumed.

10/ Post Start, Race Management

At their sole discretion, the RO may shorten, otherwise alter, or abandon the race, at any time, when they consider it imprudent to continue as initially intended. Circumstances include but are not limited to.

- Hazardous wind or sea conditions develop.
- Fleet persistently becalmed and negligible apparent prospect of any competitor(s) finishing within the time limit.
- to achieve an optimal course, after satisfying themselves that no competitor is unreasonably advantaged or disadvantaged by this action.

Communication of the fact will be made on channel 73. All competing boats, and any official support boats shall acknowledge receipt of the message.

The RO will attempt to ensure that all vessels have time to return to their moorings or births before sunset unless the race is planned as a night race.

11/ Method of timing

Stated race start times are approximate. The RO's precise 5-minute warning signal is considered correct for the purposes of the race. Except where specific race instructions provide for a start boat, competitors must take their own elapsed time to the second using an accurate stopwatch or equivalent. Results are calculated based on elapsed time from the start. (for many people, the easiest timing method is elapsed time from the five minutes "preparatory signal" to their finish, less five minutes).

The same timing device must be used for both start and finish.

In the event a competitor experiences timing failure, the handicapper will endeavour to validate the competitor's time, but if doubt and consequence exists, DNF may apply.

12/ Lodgement of competitors elapsed time

Within 20 minutes of their finish, all competitors will notify the handicapper by text, stating the yacht name, and their elapsed time in hours: minutes: seconds.

13/ Protests

Protest Committee Chair is an appointment of the VC Sail and will default to the Timekeeper if the VC Sail is an involved party.

Appendix T (arbitration) shall apply in all SBBC racing. Any incident eligible for "arbitration" under "Appendix T" should not proceed to a protest hearing, without a prior arbitration. A "protestee," found to have offended at an arbitration hearing, will be subject to the minimum time adjustment that costs them one corrected time race placing. Where an incident proceeds to a protest hearing, because of a refusal by the protestee to accept arbitration, or the arbitration result, the penalty for an offending "protestee" as per RSS 64.2.

14/ Indemnity

As per World Sailing (WS) Fundamental RSS 3 & 4, all those taking part in races conducted by the Spring Bay Boat Club do so entirely at their own risk and responsibility.

Neither the SBBC, or any office bearer or nominated official is responsible for:

- the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- the suitability of a boat or crew to race.

And by completing pre-season and pre-race entry requirements, any competing vessel owner, Skipper, and Crewmembers absolve the SBBC, SBBC office bearers, and nominated official, including the Race Officer from any liability.

15/ Revision of this document

SBBC Sail committee and General Committee reserves the right to review and amend this document during the current racing season and prior to any future racing season to ensure SBBC participants feedback is evaluated, and any Australian Sailing rule changes are adopted as per the 2025-2028 BLUE BOOK Racing Rules of Sailing (RSS).

SBBC RACE PROCEDURE 2025 V6.5 September 2025

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