

THE TRAILER SAILER CLUB OF QLD Inc.



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- (President 1975-1977)"**

**Sailing Instructions
2010**

TSCQ Sailing Instructions – revised 11 th November 2010	2
1. INTRODUCTION	2
2. SAFETY REQUIREMENTS	2
3. RENDERING ASSISTANCE	2
4. NOMINATIONS	2
5. RACES.....	2
6. POSTPONEMENTS.....	2
7. WEATHER WARNINGS.....	3
8. STARTS	3
a/ Combined	3
b/ Gate.....	3
c/ Staggered.....	3
d/ Starting Marks.....	3
9. COURSES.....	3
10. BUOYS AND MARKS	4
11. FINISHING LINE	4
12. INCORRECT ROUNDING OF MARKS	4
13. CLUB CHAMPIONSHIP	4
14. AGGREGATE POINTS SERIES.....	4
15. OTHER TROPHIES	4
16. POINT SCORING SYSTEM	4
17. HANDICAPS	4
HANDICAPS (Cont'd).....	6
18. TIME LIMITS	6
19. SHORTEN COURSE	6
20. COMMUNICATIONS	6
21. COURSES	6
Manly Chart	7
Manly Courses	8
Raby Bay & Victoria Pt Chart	9
Raby Bay Courses	10
Victoria Pt Courses	11
Sandgate Chart	12
Sandgate Courses	12
Weekend Courses.....	13
—Manly to Sandgate—.....	13
—Manly to Blakesleys—	13
—Manly to Coochie—	13
—Manly to Dunwich (1 Mile) —	13
—Manly to Wallum Pools—	13
—Manly to Sandhills—	14
—Manly to Scarborough—.....	14
—Manly to Tangalooma—	14
STARTING PROCEDURES	15
COURSE.....	15
GATE START	15
DOWNWIND START	16

TSCQ Sailing Instructions – revised 11th November 2010

1. INTRODUCTION

All races will be governed by the International Sailing Federation (ISF) rules for 2005-2008 the prescriptions of the Australian Yachting Federation (AYF) except as prescribed by these sailing instructions.

2. SAFETY REQUIREMENTS

The Club stresses that safety is the personal responsibility of the skipper and crew. It is the sole exclusive responsibility of each skipper to decide whether to start or continue in a race. The skipper or crew is not to hold the club responsible in any way for any mishap.

All races will be classed as Category 5 and any boat which does not comply with these regulations, may be disqualified or penalised at the discretion of the sailing committee.

When an official strong wind warning is current skippers of yachts are encouraged to fit storm boards and secure hatches and all crews of yachts are encouraged to wear life jackets.

All yachts fitted with retractable ballast keels are encouraged to have the keel fully lowered and locked whilst racing.

All crew on yachts not fitted with lifelines **MUST** wear approved personal flotation devices at all times except when in the cabin, and when the prevailing wind is less than 10 knots.

All participants will be fully familiar with the clubs Crisis Management Plan and will carry on board the appropriate procedures.

3. RENDERING ASSISTANCE

All boats shall render assistance to another in peril whenever possible. Boats doing so who are able to rejoin the race may claim a time allowance by advising the starter within one hour of finishing. Where it is impracticable to rejoin the race the skipper so inconvenienced may apply to the sailing committee to have the race abandoned.

4. NOMINATIONS

Each skipper is obliged to complete and sign a nomination form and a Safety Inspection Sheet confirming the features of the boat and sails and accepting full responsibilities for the skipper's actions. These forms and the sailing fee shall be submitted to the sailing committee at least one hour prior to the skipper's first race in the series. A skipper who does not complete and submit the above forms may be considered ineligible to compete in the club events.

5. RACES

When for any reason less than three boats are prepared to sail in any race, the race will be declared as a no race and will not be resailed. Any boat that does sail and completes the course will be awarded points equal to finishing last in a race.

A boat starting in a race, but not finishing, shall notify the starter boat before returning to the shore. This may be done verbally, by radio or by another boat.

6. POSTPONEMENTS

Any decision to postpone or cancel a race will be made by the starter.

7. WEATHER WARNINGS

In the event of a strong wind warning being issued for Moreton Bay at 7:00 on the day of the event by the Bureau of Meteorology www.bom.gov.au the event will be cancelled.

In the event of the Saturday race of a weekend race being cancelled, a Sunday race will be programmed at Manly.

For Combined Events it is the Skipper's decision whether to compete in the Combined Clubs event. All skippers to note clause 2 (Safety Requirements) of the sailing instructions and fundamental Rule 4 of the ISF rules for 2005-2008.

8. STARTS

a/ Combined

For combined races at Manly, the starts will normally be between a committee boat and a buoy approximately 500 metres north east of the outer green beacon of the Manly boat harbour leads.

b/ Gate

In the event of a gate start or downwind, or Conga line(follow the leader) start, all boats will closely follow the directions of the starter, but shall keep at least one boats length clear of the starter's boat.

c/ Staggered

In the event of a staggered start, boats must pass the start mark (or between it and the start boat) at or after, their allotted start time nominated by the handicapper. Their start time is derived from the current handicap and grouped in 10 minute intervals. Boats will start at their nominated staggered time from the advertised Start Time for the day.

Elapsed times will be taken and adjusted by their handicap to produce corrected times.

PBH	stagger time
Under 0.550	-30 min.
0.550 – 0.599	-20 min.
0.600 – 0.649	-10 min.
0.650 – 0.699	0 min.
0.700 – 0.749	+10 min.
0.750 – 0.799	+20 min.
0.800 and over	+30 min.

d/ Starting Marks

- Manly - the southern side of the outer red beacon (A).
- Raby Bay - the northern side of the north cardinal (C).
- Victoria Point - the southeastern side of the red bouy (A).

Any boat starting late shall correctly start by passing the starting mark within 30meters on its correct side.

In the event of a westerly wind a buoy may be dropped at the normal starting position and the start moved a half a mile to leeward of the normal start to give a windward start. Code flag 'W' will be flown on the skipper start boat. The buoy in the normal start location will be left on the same side as the next mark of the corse.

If any boat gains an unfair advantage at the start the starter shall recommend a time penalty to the Sailing Committee. Any skipper so penalised by the Sailing Committee will be given the right to appeal within 48 hours, in writing.

9. COURSES

For combined races from Manly, the course will be notified from the committee boat by flying a numeral code flag or flags corresponding to the division and the course number or displayed on a board. For other races the starter shall advise skippers of the course.

Alternative Destinations listed in programme - Ω

Races Marked with this symbol Ω have 2 possible destinations. i.e. The 1st possible race will be to Sand Hills if the weather permits or Sandgate if not, once Sand Hills has been visited the following possible event will be to Sandgate regardless of the weather.

Check on the web site for latest information.

10. BUOYS AND MARKS

All course marks shall be rounded as per the course instructions. All navigation aids are to be passed on their correct sides except as notified in the course instructions.

11. FINISHING LINE

For combined races at Manly, the finish line will be between the committee boat and the bouy unless otherwise instructed in course instructions. The committee boat will record the finish time for each boat. Normally the committee boat will be on the starboard end of the line.

When there is no committee boat, the finish shall be adjacent to, and within 30 metres of the last mark, at 90 degrees to the course. The first boat to finish will record its own time anchor in line with the finish line and record the finish times of the following boats until relieved by the starter. The starter will obtain the difference in their times before releasing the other boat.

12. INCORRECT ROUNDING OF MARKS

The sailing committee, upon advice from the starter, may penalise any boat up to twenty minutes for incorrect rounding of sailing or navigation marks after taking into consideration any advantage which may have been gained unless the boat has exonerated itself under Racing Rule 44.2. In all cases the skipper shall be advised and an appeal to the sailing committee may be made in writing within 48 hours. The sailing committee shall avoid total disqualification except in the most serious of cases.

13. CLUB CHAMPIONSHIP

The point score for the Club Championship will be determined over the competitors best 10 point score races in all races during the entire season. The boats with the highest number of points scored will win the Club Championship Trophy for that Division.

14. AGGREGATE POINTS SERIES

The point score for the season's aggregate will be determined on the results of all races for the season. The boats with the highest aggregate points win.

15. OTHER TROPHIES

Other trophies may be sailed for as determined by the Sailing Committee.

16. POINT SCORING SYSTEM

Points will be awarded according to the ISAF Appendix A Low Point System.

1st = 0.75, 2nd = 2, 3rd = 3, 4th = 4 etc

DNF = Boats in race + 1.

DNS = Boats in Race + 2.

17. HANDICAPS

Handicaps at the commencement of the season shall be allocated by the Handicapper on the previous season's performance. New boats to the club will be handicapped to the highest level of their class, but may be adjusted after three races consequent on observed performances.

The Handicapper, in consultation with the Sailing Committee, may adjust boat handicaps any time during the season.

When a skipper changes the rig of the skipper's boat from that which was on the skipper's nomination form for the season, the skipper must inform the Handicapper of the changes.

HANDICAPS (Cont'd)

After each race the handicaps shall be readjusted according to the following table:

	#. OF BOATS IN RACE	14+	13-12	11-10	9-8	7-6	5-4	3	
PLACING	1 st	+0.014	+0.012	+0.010	+0.008	+0.006	+0.004	+0.002	
	2 nd	+0.012	+0.010	+0.008	+0.006	+0.004	+0.002		
	3 rd	+0.010	+0.008	+0.006	+0.004	+0.002			
	4 th	+0.008	+0.006	+0.004	+0.002				
	5 th	+0.006	+0.004	+0.002					
	6 th	+0.004	+0.002						
	7 th	+0.002							
	8 th	NO CHANGE							
	7 th last	-.002							
	6 th last	-.004	-.002						
	5 th last	-.006	-.004	-.002					
	4 th last	-.008	-.006	-.004	-.002				
	3 rd last	-.010	-.008	-.006	-.004	-.002			
	2 nd last	-.012	-.010	-.008	-.006	-.004	-.002		
	Last	-.014	-.012	-.010	-.008	-.006	-.004	-.002	

18. TIME LIMITS

The time limit, unless otherwise advised will be 1700 hours. Boats not finished when the time limit has expired will be recorded as Did Not Finish.

19. SHORTEN COURSE

For combined Manly races the starter shall determine if, where and when the race is to be shortened. In general it should be at the next mark in front of the lead boat at 1500 hours. The committee boat is to anchor on the correct side of the mark of the course and fly code flag 'S'. When the leading boat is within earshot two sound signals should be made to draw attention to the shortened course. The finish line shall be between the committee boat and the mark.

For a club race, unless otherwise advised by the starter, if the leading yacht fails to reach the finish by 1500 hours, it will shorten the race by finishing at the first mark it passes after 1500 hours. It will record its time of finishing, anchor on the correct side of the mark and record the finishing times of all other yachts in the race until relieved by the starter.

20. COMMUNICATIONS

For combined races at Manly the committee boat shall keep a listening watch on 27.94 mhz and/or VHF Channel 72 to receive late nominations and to notify the fleet of any changes e.g. Shortened course. This will be maintained from one hour prior to the start to the completion of the race. The call sign shall be MBTBC COMMITTEE. Do not use this callsign on any other frequency, as the Manly Coast Guard will answer for MBTBC on 27.88 and 27.90 on weekends.

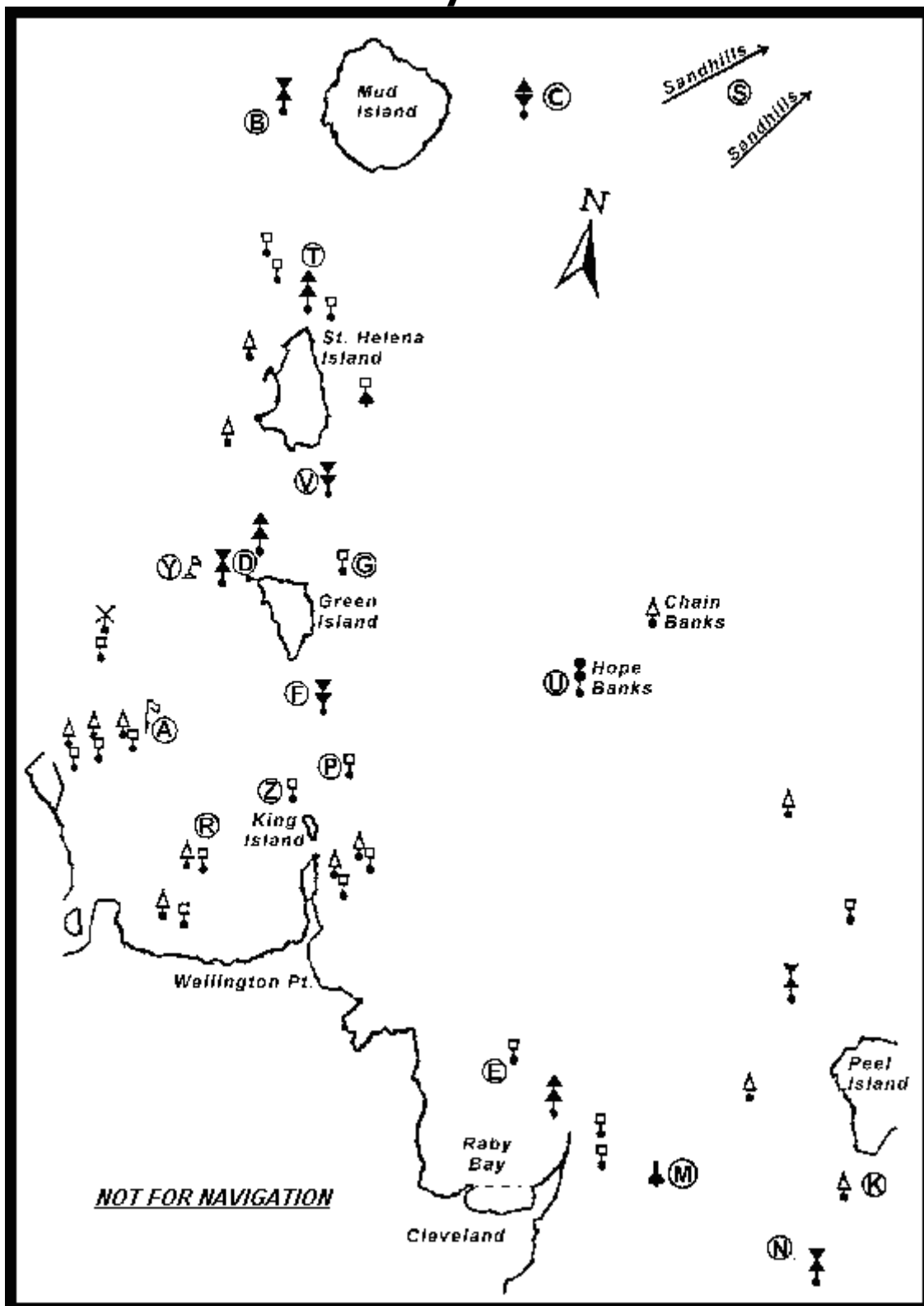
For club races 27.94 mhz shall be the operating frequency.

21. COURSES

For combined races at Manly, course charts and sailing instructions can be downloaded from www.mbtbc.com.au These courses are set each calendar year and may be subject to change in December/January each year.

Trailer Sailer Club Of Queensland Inc.

Manly Chart



Trailer Sailer Club Of Queensland Inc.

Manly Courses

TSCQ ONLY For Combined Courses use MBTBC Courses – see
www.mbtbc.com.au

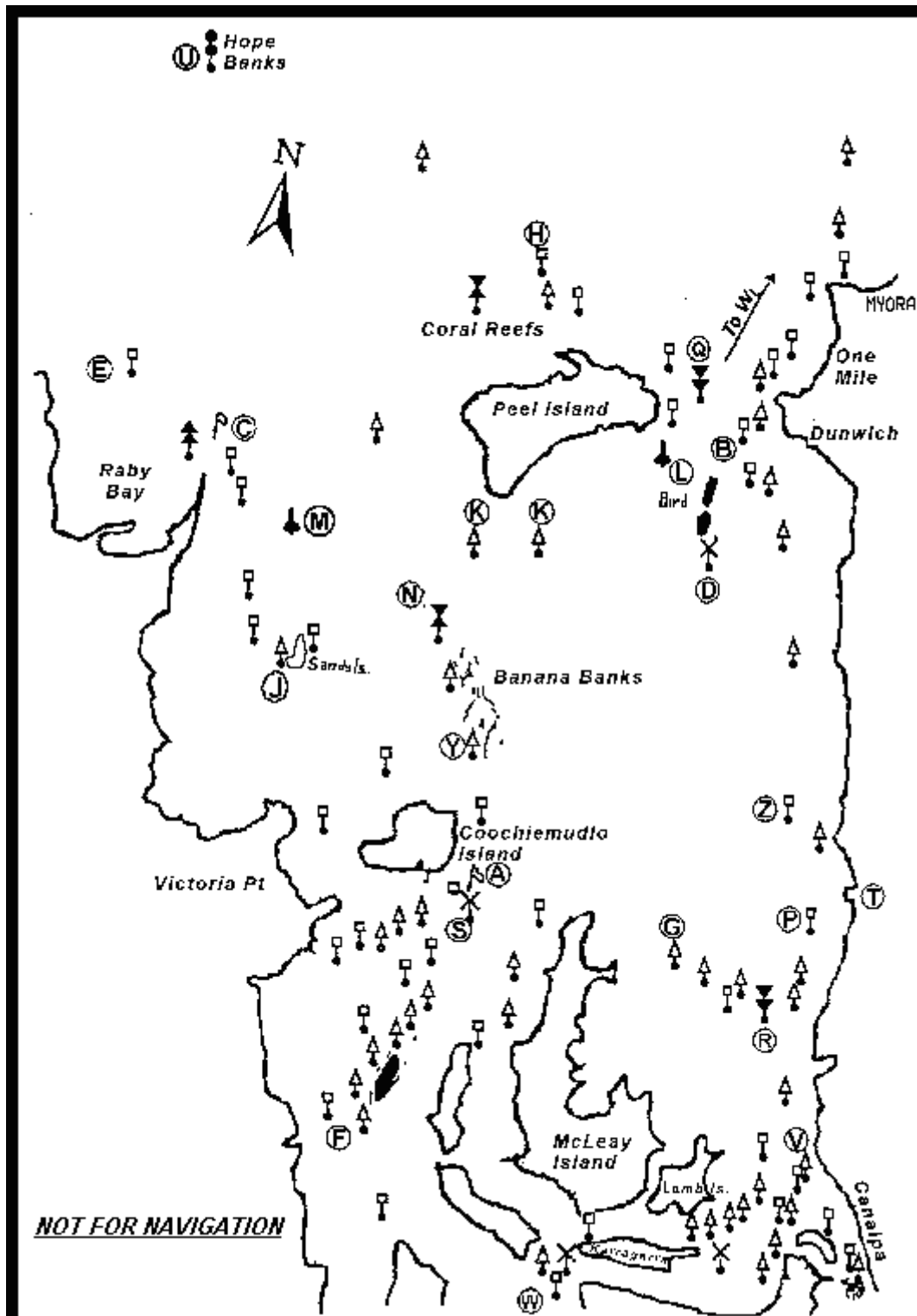
No.	Marks	Port Hand	Starboard Hand	Nautical Miles
1	ARYA	RY		5
2	ARYARA	RYAR		7
3	ARYARAR	RYARA		8.5
4	AYRAYA		YRAY	7.5
5	AYRAYAY		YRAYA	9
6	APEUGDA	EUGDA	P	13.5
7	AFUGDA	FUGD		10
8	AFUTA	FUT		13.5
9	AFTA	FT		11
10	AFUGDFGDA	FUGDFGD		15
11	AFGDFGDA	FGDFGD		11
12	APEUEUFA	EUEU	PF	19
13	APEUFA	EU	PF	12.5
14	AFUVTVDA	FUD	VTV	16
15	AFGVTVDA	FGD	VTV	12
16	APEUMEPA	EEP	PUM	20
17	AFUMEPA	FEP	UM	16.5
18	APEMUGDA	EMUGD	P	17.5
19	APEUGDA	EUGD	P	13.5
20	APEUVTVDA	EUD	PVTV	19.5
21	AFUVTVDA	FUD	VTV	16
22	AFUCBTGFA	FUCB	TGF	22
23	AFUTVGFA	FUTV	GF	16
24	AFUGDFUEPA	FUGDFP	UE	21
25	AFUGDFUFA	FUGDF	UF	17.5

Note: Code Flag 'R' reverses the course

- A** – outer red beacon east of Manly, or Club buoy
- B** – West cardinal beacons of Mud Island
- C** – East Cardinal buoys east of Mud Island
- D** – West cardinal beacon north-west of Green Island
- E** – An imaginary point 2 boat lengths east of red beacon off Empire Point
- F** – Lockyer South cardinal beacon south of Green Island
- G** – Red beacon, north east of Green Island
- M** – Yellow buoy, south east of Cleveland Point
- P** – Hybers red beacon, north of King Island
- R** – Both outer beacons of Aquatic Paradise channel or MBTBC buoy
- T** – North cardinal beacon north of St. Helena Island
- U** – Hope Banks beacon
- V** – Southcardinal beacon south east of St. Helena Island
- W** – Club windward buoy (if used) starter fly's W over course flag
- Y** – Club buoy flying flag X to west of D mark off Green Island
- Y** – Thorpe red beacon north west of King Island

(Starter may use mark D instead of mark Y in some circumstances and all boats will be advised verbally by the Starter prior to the start.)

Raby Bay & Victoria Pt Chart



Raby Bay Courses

No.	Marks	Port Hand	Starboard Hand
1	CKHC	KH	
2	CMDBLKMC	MDBL	KM
3	CUHLKC	L	UHK
4	CMYLHC	MYH	L
5	CHLKC	L	HK
6	CMKHC	MKH	
7	CMYDBLKC	MYDBL	K
8	CMYDBQHC	MYDBH	Q
9	CEUHL	L	EUH
10	CMJYDBL	JYDBL	M
11	CMKLBDL	MK	LBDL

Note: Code Flag 'R' reverses the course

- B** – Red beacon west of Polka Pt.
- C** – North cardinal mark north of Cleveland, or club bouy
- E** – An imaginary point 2 boat lengths east of red beacon off Empire Point
- D** - Yellow X beacon south of Goat Island
- H** – Hanlon Light north of Peel Island
- J** - Green beacon west of Sandy Island
- K** – 2 X Green beacons south west of Peel Island
- L** – Yellow buoy south east of Peel Island
- M** – Yellow buoy south east of Cleveland Point
- N** – West cardinal mark north west of Banana Banks
- P** – Red beacon opposite Blakesleys
- Q** – Douglas Light, South cardinal mark
- U** – Hope Banks beacon
- WL**– Green Welsby light – Rainbow Channel
- X** – Club windward start buoy if used
- Y** – Green beacon south west Banana Banks
- Z** – Red beacon north of Blakesleys

NOTE: Courses 9, 10, and 11 finish at mark L to allow a gathering for lunch on the beach at Horseshoe Bay and a cruise home. At the starter's discretion, other races may be split in two at mark L, with the race to resume at a time decided by the starter.

With a staggered start, boats must pass mark C (or between mark C and the start boat) at or after, their start time nominated by the handicapper.

Victoria Pt Courses

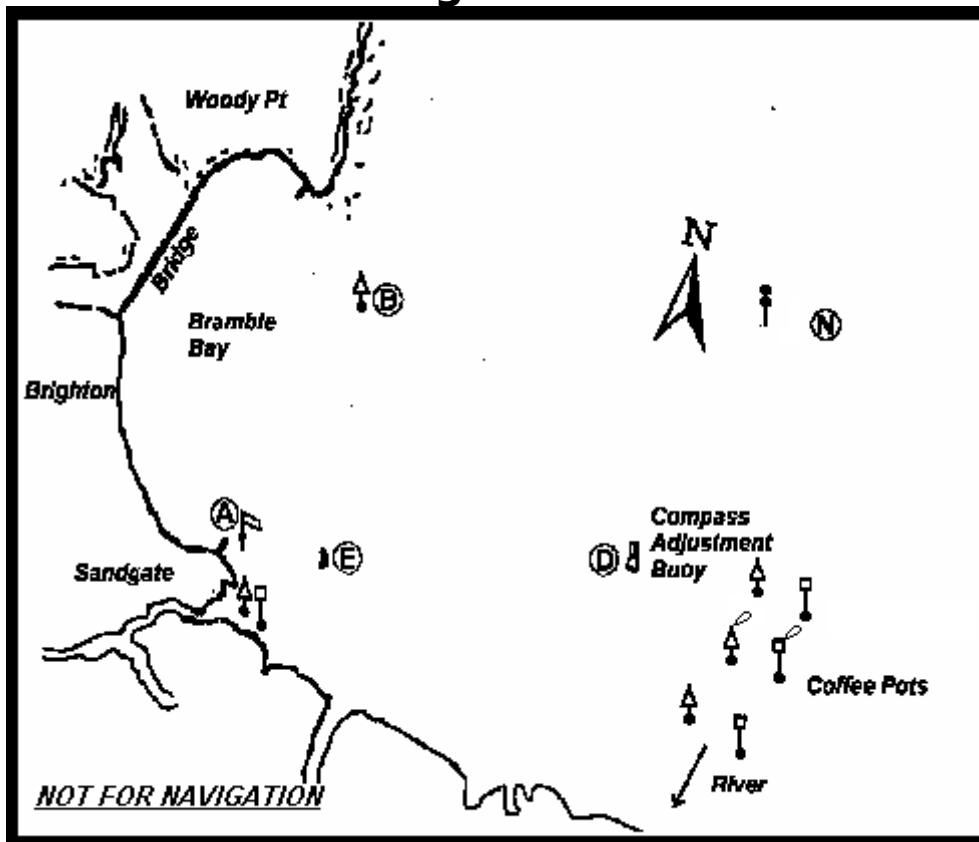
No.	Marks	Port Hand	Starboard Hand
1	ANZPRA		NZPR
2	AGRWFS A	GRS	F
3	AYNLBZRA		YNLBZR
4	ABLNYA	BLNY	
5	AYNDBLA	DBL	YN
6	AGRPZBLA	GRZBL	
7	ASFWRP	FRP	S
8	ANLBZP		NLBZP
9	ANDBL	DB	N
10	AGRZBL	GRZB	

Note: Code Flag 'R' reverses the course

- A** – Red buoy south east of Coochie, or club buoy
- B** – Red beacon west of Polka Pt.
- F** – Green beacon west of Snipe Island
- G** – Green beacon south of Pelican Banks
- K** – 2 X Green beacons south west of Peel Island
- L** – Yellow buoy south east of Peel Island
- M** – Yellow buoy south east of Cleveland Point
- N** – West cardinal beacon north-west of Banana Banks
- P** – Red beacon opposite Blakesleys
- R** – South cardinal mark, south east of Pelican Banks
- S** – Yellow X beacon south east of starting mark (Coochie)
- T** – Canalpin anchorage
- V** – Canaipa Channel green north entry beacon (Eric Early)
- W** – W's at Karragarra Island
- X** – Club windward start buoy if used
- Y** – Green beacon south west Banana Banks
- Z** – Red beacon north of Blakesleys

NOTE: Courses 7 and 8 finish at mark P to allow a gathering for lunch on the beach at Blakesleys and a cruise home. Courses 9 and 10 finish at mark L to allow a gathering for lunch on the beach at Horseshoe Bay. At the starter's discretion, other races may be split in two at mark L or P. Course 2 may be split in two at the red beacon NW of Karragarra to allow a gathering for lunch on the beach at Karragarra. This is now a tradition for the Geoff Wallace memorial race.

Sandgate Chart



Sandgate Courses

No.	Marks	Port Hand	Starboard Hand
1	AEDBA	EDB	
2	AEDNA	EDN	
3	ABDEBA	B (Second Leg)	BDE
4	AEDNBA	EDNB	
5	ANDBA	B	ND
6	AEDBEA	EDB	E (Fourth Leg)

- A – Club buoy north east of Sandgate jetty
- E – Fisheries beacon
- D – Type F3 buoy – compass adjustment buoy
- N – Brisbane Roads isolated danger buoy
- B – An imaginary point 2 boat lengths south-east of Otter Rock green beacon

Weekend Courses

Refer to clause 9.

---Manly to Sandgate---

Course 19 – *Start* – then Green Island to starboard, St. Helena Island to port, Coffee Pots to port – Compass correction buoy to port.
Finish – At Fisheries beacon to port within 30 metres.
Return – Reverse

Course 20 – *Start* – then Green Island to starboard, St. Helena Island to starboard, red beacons north St. Helena Island to port, Coffee Pots to port, Compass correction buoy to port.
Finish – At Fisheries beacon to port within 30 metres.
Return – Reverse

---Manly to Blakesleys---

Course 21 – *Start* – then Hybers beacon to starboard, Cleveland yellow buoy to port, Banana Banks to starboard red flashing beacon north of Blakesleys to starboard.
Finish – Red beacon west of Blakesleys.
Return – Reverse

Course 22 – *Start* – Huybers, Hanlon to starboard, Douglas to port, yellow buoy SE of Peel to port.
Finish – Red beacon west of Blakesleys.
Return – Reverse

---Manly to Coochie---

Course 23 – *Start* – then Hybers beacon to starboard, Peel Island to starboard, yellow buoy SE of Peel to port, Banana Banks north X beacon to port, Coochie Island to starboard, red buoy SE of Coochie to starboard.
Finish – Within 30 metres of red buoy at 90° to course.
Return – Start at red buoy, Banana banks to starboard, Cleveland yellow buoy to starboard, Hope Banks to port, Hybers beacon to port. Finish at Manly.

---Manly to Dunwich (1 Mile) ---

Course 24 – *Start* – then Hybers to starboard, within 2 boat lengths of red beacon off Empire Pt. to port, Hanlon to starboard.
Finish – Douglas light to port within 30 metres.
Return – Start Douglas light, Hanlon to port, Hope banks to port, Green Island to port. Finish at Manly.

---Manly to Wallum Pools---

Course 25 – *Start* – then Hybers beacon to starboard, Hope Banks beacon to port, Hanlon Light to starboard Douglas Light to port.
Finish – At green Welsby Light to port within 30 metres.
Return – Reverse

---Manly to Sandhills---

- Course 26 -** *Start - then Green Island to port, Hope Banks to port, to Sandhills.*
- Course 27 -** *Start - then St. Helena Island to starboard, to Sandhills.*
- Course 28 -** *Start - then Green Island to starboard, St. Helena Island to port, to Sandhills.*
- Course 29 -** *Start - then Green Island to port, to Sandhills.*
- Course 30 -** *Start - then Aquatic Paradise outer channel beacons to port, King Island to starboard, Green Island to port, to Sandhills.*

At Sandhills, finish as close to beacon as tide allows. Have finish boat within 30 metres to port.

---Manly to Scarborough---

- Course 31 -** Start - Green Island (S), St Helena Island (P), Coffee Pot [Gate] (P), Compass Adjustment Buoy Mark (S), Otter Rock Mark (S), Garnet Rock (P), Redcliffe Jetty Mark (S), North Reef (P), Finish.
- Course 32 -** Start - Green Island (S), St Helena Island (S), Coffee Pot [Gate] (P), Compass Adjustment Buoy Mark (S), Otter Rock Mark (S), Garnet Rock (P), Redcliffe Jetty Mark (S), North Reef (P) - Finish.
- Course 33 -** Start - Green Island (S), St Helena Island (S), Coffee Pot [Gate] (P), Isolated Danger Mark (P), Otter Rock Mark (S), Garnet Rock (P), Redcliffe Jetty Mark (S), North Reef (P), Finish.

---Manly to Tangalooma---

- Course 34 -** Start - [Course is at the skippers discretion with the exceptions]: Main Shipping Channel (P), East Shipping Channel (P), E6 (P), Ridge Shoal (P), Dring Bank (S), Finish off Tangalooma Point 0.5 nm South of the channel into Tangalooma.
- * Any boat entering the shipping Channel will be disqualified.

STARTING PROCEDURES

COURSE

Unless otherwise indicated the course to be sailed will be shown by a number or coloured pennant flown by the starting boat. The number or colour will correspond with one of the courses shown on the course chart or sailing instructions for the relevant area.

It is a good idea to have handy one of the small cards which show the number indicated by each pennant.

Whenever the first mark is to windward (i.e. cannot be laid in one tack) we will use a GATE START. On most occasions where a gate start is impractical, we will use DOWNWIND start. If this latter type of start is to be used, all boats will be advised by voice; unless this is done we will be using a gate start.

GATE START

With this type of start, the starting boat (on the port tack) sails past the starting buoy leaving it to port. All other boats must pass between the start boat (or its guard) and the buoy. Therefore, the starting line is actually the lengthening imaginary line between the buoy and the stern of the starting boat and all other boats must cross this line. Having crossed the line, a boat is deemed to have started.

Procedure will be as follows:

(a) Before the start, the starting boat will be flying the number pennant for the appropriate course and the flag of the starting division(s)

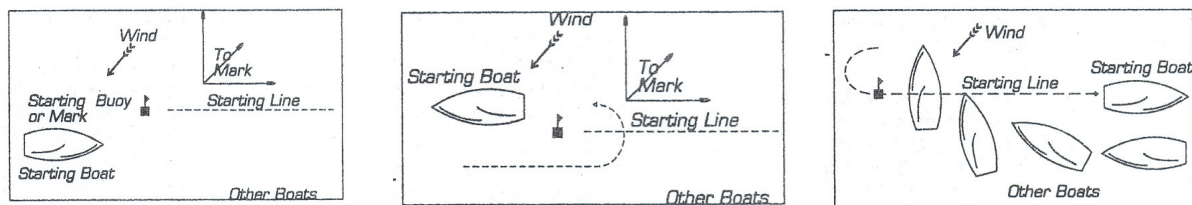
(b) At approx. minus 8 mins., it will commence a trial approach run sailing on port tack.

(c) At approx. minus 5 mins., it will tack round the buoy, lower number pennant and run off downwind.

* *The starter may give a sound signal to draw attention. Visual indications control the start.*

(d) At approx. minus 3 mins., it will come on to port tack and commence final approach run.

(e) At zero minutes it will pass buoy sailing hard on port tack, and will continue on this tack until all other boats have started.



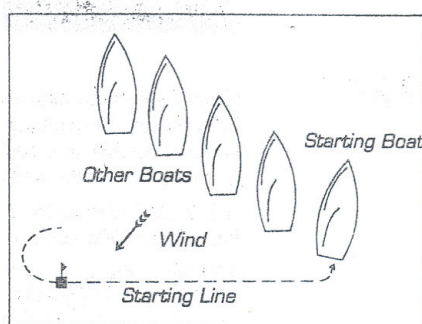
* *The starter may give a sound signal to draw attention. Visual indications control the start.*

(f).1 All other boats should then start by sailing across the line between the stern of the starting boat and the starting buoy. All boats must cross the starting line within 200metres of the starting buoy (or mark).

(f).2 Continuation of start as in (f)1. Provided the starting boat is sailing high on the port tack (without allowance for any tide flow) and provided all boats sail closely under the stem of the starting boat, generally all boats start equally irrespective of the time they cross the starting line.

* Any boat that does not cross the line before the starter goes about will be a *late starter* and must pass within a boats length of the starting buoy (or mark).

(g) When all boats have correctly started, the starting boat will come about onto the starboard tack, as an indication that all boats have satisfactorily started. All boats may then manoeuvre within the recognised Yacht Racing Rules.



(h) In the event that the starting boat gybes around and returns to the starting buoy, this means that the start is unsatisfactory, and that the race is to be restarted. All boats should therefore return to behind the starting line or will be disqualified.

It should be recognised that all other boats must give way to the starting boat during its starting run, even though it is on the port tack and the other boats are on starboard tack which would normally have right of way. Once the starting boat has come about, the normal rules of yacht racing apply; boats which subsequently come about onto port tack must give way to those boats, including the starting boat, on starboard tack. Those boats to windward, including the starting boat, must give way to boats to leeward, and can be luffed up by leeward boats on starboard tack which are sailing higher on the wind.

One thing to remember is that when the starting boat is on its final run, all other boats must manoeuvre themselves into a position such that they can at least lay the starting buoy when on the starboard tack, since they must leave it to port. Actually, they should be able to lay it when sailing quite free and can then harden up under the stern of the starting boat, except that right of way must be given to any boat to leeward which is sailing higher on the wind.

It would be possible for a boat to start on port tack to leeward of the starting boat and then to throw about onto starboard tack and pass under the stern of the starting boat and between it and the buoy. However, it would tend to be blanketed by the starting boat, and would have to give right of way to other boats starting on the starboard tack.

DOWNWIND START

This start will be used whenever the next mark of the course is on the downwind side of the starting buoy or mark.

With this type of start, the starting boat will sail past the starting buoy with its boom on the same side as the buoy and on a line at right angles to the first leg of the course. All other boats must form into line astern of the starting boat before they pass the buoy sailing on the same tack as the starting boat. When all boats have passed the buoy, the Starting boat calls GO and all boats gybe onto the opposite tack and sail a proper course for the next mark. Spinnakers shall not be hoisted until after the gybe is completed.

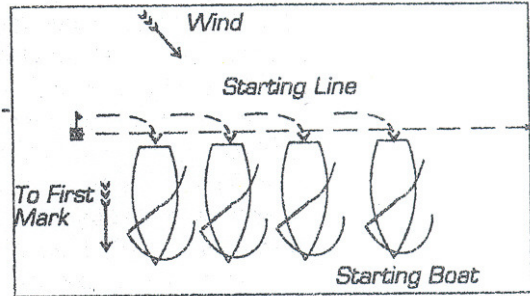
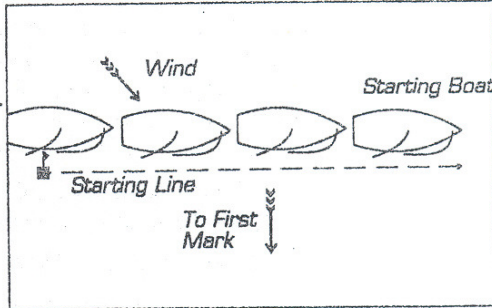
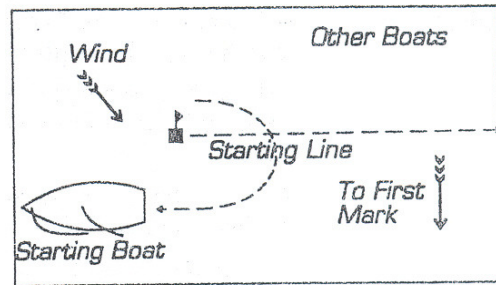
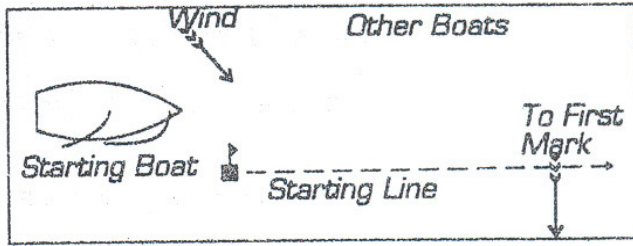
Procedure will be as follows.

- (a) Before the start the starting boat will be flying the number pennant for the appropriate course.
- (b) At approx. minus 8 mins., it will commence a trial approach run.
- (c) At approx. minus 5 mins., it will gybe round buoy, lower number pennant and reach or tack back to the position from which to commence its starting approach run.

** The starter may give a sound signal to draw attention. Visual indications control the start.*

(d) At approximately minus 3 mins, it will come about and commence the final approach run with the boom on the same side of the boat as the starting buoy.

(e) The other boats should then proceed to form line astern behind the starting boat, with booms on the same side. Boats must manoeuvre into position in line astern observing the yacht racing rules before reaching the starting buoy.



Once boats have passed the buoy, the sequence of boats cannot be changed, and boats cannot join in the line beyond this point. Note, Rule 37.2 applies, but an overlap is not allowable and a boat getting out of position must return to behind the starting buoy.

(f) When all boats have passed the starting buoy the starter will call GO and all boats gybe about and set a proper course for the next mark.

** The starter may give a sound signal to draw attention. Visual indications control the start.*

(g) When the gybe is complete, spinnakers may be hoisted and set.