



WINDSURFER

MID WINTER CHAMPIONSHIPS

19 & 20 of JULY 2025

SAILING INSTRUCTIONS



With Thanks to our Sponsor

Vaikobi
OCEAN PERFORMANCE

SAILING INSTRUCTIONS

If an instruction is marked [DP], a Protest Committee may impose a penalty less than disqualification for a breach of that instruction if the Committee considers it appropriate to do so.

The scoring abbreviation for a discretionary penalty imposed under this Instruction will be 'DPI'

1. Rules & Definitions

- 1.1. The regatta will be governed by the rules as defined in the ***Racing Rules of Sailing (RRS) (2025 – 2028)*** and the ***Windsurfer Class Rules (WCR)***, except where these are changed by the Notice of Race (NOR) or by these Sailing Instructions (SIs).
Note: (*The Windsurfing Fleet Racing Rules (Appendix B of the RRS)* does not apply.)
- 1.2. If there is conflict between the NOR and the SIs, the SIs will take precedence.
- 1.3. **RRS 31. - Touching a Mark** - is changed to: While racing, a board shall not touch a starting mark before starting or a finishing mark after finishing. A board may touch a mark that begins, bounds or ends the leg of the course on which she is sailing, but shall not hold on to it.
- 1.4. **RRS 42. - Propulsion (Pumping)** As per Windsurfer Class rules, RRS 42 is changed to:
"A board shall be propelled only by the action of the wind on the sail, by the action of the water on the hull and by the unassisted actions of the competitor except that when:
Course Racing and competitors are sailing to windward or on a close-hauled course, pumping (continuous and/or repetitive movement of the rig to induce wind-flow over the sail) is prohibited except from the preparatory start signal to the first 30 seconds after the starting signal.
One long sound signal may be made to indicate 30 seconds after the starting signal.
- 1.5. **RRS 44. - Penalties at the Time of Incident** - is changed to:
 - 1.5.1. **44.1 Taking a Penalty** - A board may take a 360°-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing or when she may have broken RRS 31. However, if the board caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.
 - 1.5.2. **44.2 360°-Turn Penalty** - After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she finishes.
- 1.6. **Definition - Tack, Starboard or Port** - is changed to:
A board is on the tack, starboard or port, corresponding to the competitor's hand that would be nearer the mast if the competitor were in normal sailing position with both hands on the wishbone and arms not crossed. A board is on starboard tack when the competitor's right hand would be nearer the mast and is on port tack when the competitor's left hand would be nearer the mast.
- 1.7. **Definition – Capsized** - is changed to:
A board is capsized when she is not under control because her sail or the competitor is in the water.

2. Notices to Competitors

- 2.1. Notices to competitors will be posted on the official race notice board at Balmoral Sailing Club.

3. Changes to Sailing Instructions

- 3.1. Any change to the sailing instructions will be posted on the official notice board at least 30 minutes before the scheduled start time of the first race of the session it will take effect.

4. Signals made Ashore

- 4.1. Signals made ashore will be displayed on Balmoral Sailing Club's flagpole.
- 4.2. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP instruction.
- 4.3. When Code Flag 'Q' is displayed ashore, no boards are permitted to leave the shore.

5. Racing Area

- 5.1. The competition area will be in the waters of Hunter Bay in the immediate vicinity of Balmoral Sailing Club.

6. Schedule of Events

- 6.1. The competition schedule includes the format of Course Racing.
- 6.2. The event will be run on an 'on call' basis.
Competitors are strongly advised not to leave the vicinity of Balmoral Sailing Club during racing sessions as decisions to race may be made quickly based on changing conditions or racing requirements.
- 6.3. Decisions will be made by the Organising Authority based on safety, conditions and requirements to complete the competition format.
- 6.4. Multiple briefings may be held each day, and changes may be made through verbal instructions or notices to competitors.

Day/Date	Event	Time	Location
Saturday 19/7/2025	Registration	083000 – 1000hrs	BSC
	Briefing	1030hrs	
	Racing Session 1 - Warning Signal not before	1100hrs	
	Racing Session 2	PM	BSC
	Social	~1800hrs	BSC
Sunday 20/7/2025	Briefing	0930hrs	
	Racing Session 1 - Warning Signal not before	1000hrs	
	Racing Session 2	PM	BSC
	Presentation	ASAP	BSC

7. Identification

- 7.1. All competitors must display a unique sail number in accordance with Class Rules.
Failure to comply with this Instruction will result in a board scored as a 'Did Not Compete' (DNC) without a hearing for all races it does not have a complying sail number. This changes rules A4 and A5.
- 7.2. If two sailors have the same number at registration, preference will be given to the sailor whose number matches the LT hull number.
The other sailor will be required to add another digit to construct a unique number.

8. Course Racing

- 8.1. A maximum of 10 course races will be conducted.

9. Competition Divisions

- 9.1. Racing will be conducted for **Open, Women and Novice / Cruiser** categories.
- 9.2. Novice, for those new to windsurfing and racing an LT at a Windsurfer Championship for the first time.
- 9.3. Cruiser, for those that are experienced but are looking for a more relaxed pace due to age, injury or ill health, it's about participation and being part of the Windsurfer community.
- 9.4. Women competitors will have the choice of entering Women's Division without being weighed or may elect to be weighed and compete in the Open Division.
- 9.4.1. Open competitors will be divided into up to 4 categories of weight (A-D) of equal numbers, including Youth, Juniors and Women who elect to race in the Open Division.
- 9.4.2. (iii) After the weighing procedure, in case the total number cannot be divided by four, the first category with one competitor more will be determined upon a random draw. In case two competitors have the same weight, the younger competitor will be considered the lighter.
- 9.4.3. (iv) Before the start of the first race, a second weighing procedure may be called by the Organising Authority for the athletes close to the limits of the categories, in order to recheck the correct registered weight.
- 9.4.4. (v) Where there is a significant difference between cut-off weights and/or a number of competitor weights that are close to the limits between divisions, the Organising Authority may, in its absolute discretion, increase or decrease the number of competitors in a division to promote closer and fairer racing.
- 9.5. Weighing Procedure
- 9.5.1. Weighing of competitors will be conducted during the event registration period on the official scales provided by the Organising Authority.
- 9.5.2. Competitors will weigh in T-shirt and shorts only (no footwear) – with all pockets emptied.
- 9.5.3. Competitors may be re-weighed at any time during an event at the discretion of the Organising Authority.
- 9.5.4. If subsequent weighing of a competitor indicates a variation of more than 2 kilograms from the original weight that would cause a competitor to change weight division the Organising Authority will assess the circumstances and have the option to change the competitors' division.
- 9.6. After their official weigh-in competitors may not request a reweigh.

10. Course Racing Class Flags

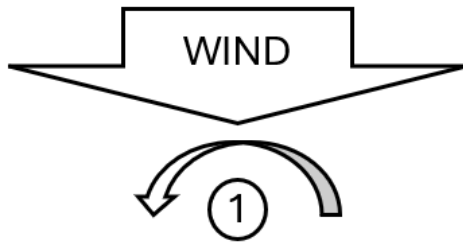
- 10.1. The class flags will be as follows:

Class/Event/Fleet	Description	Background Colour
Yellow Fleet (Category A , B, F)	Windsurfer class insignia	Yellow
Blue Fleet (Category C, D, N)	Windsurfer class insignia	Blue

A – Light, B- Medium, C-Heavy, D-Super Heavy, F- Female, N – Novice & Cruisers

11. Course

11.1. Course Diagram - shows the course for course racing, the order in which marks are to be passed and the side on which each mark is to be left.



Course – Triangle / Windward / Leeward

Open Men / Women:

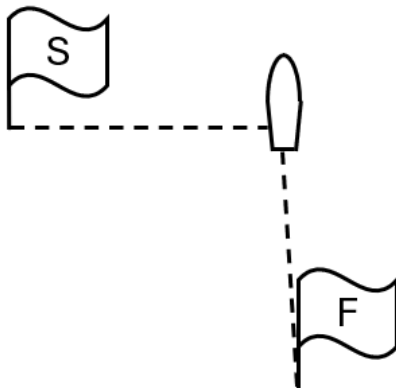
Start – 1 (Port) – 2 (P) – 3 (P) – 1 (P) – S (P) – Finish

Novice & Cruiser:

Start – 1 (Port) – 2 (P) – 3 (P) – S (P) – Finish

②

③



11.2. All divisions will race on the same course.

11.3. Divisions may start in one fleet or may be divided into two fleets:

11.3.1. Yellow fleet - Women, Light, Medium

11.3.2. Blue fleet - Heavy, Super Heavy, Novice, Cruiser.

11.4. When divided into two fleets the Yellow Fleet will be the first to start.

11.5. Course racing sessions may consist of multiple races back-to-back.

12. Course Racing Marks

12.1. Marks 1, 2 and 3 will be pink inflatable buoys.

13. Course Racing Start

- 13.1. Course races will be started by using Rule 26, with the warning signal made at 5 or 3 minutes before the starting signal. The sequence used will be confirmed in the pre-race briefing:

5 Minute Count Down

<i>Minutes relative to starting signal</i>	<i>Flag Signal</i>	<i>Sound Signal</i>	<i>Means</i>
- 5	Class Division Flag and /or Numeral Flags	One	Warning signal
- 4	Code Flag P or I, U or Black Flag	One	Preparatory signal
- 1	Preparatory Flag removed	One Long	One minute
0	Division Flag and / or Numeral Flags removed	One	Starting Signal
+ 30 Seconds		One	Cease Pumping

3 Minute Count Down

<i>Minutes relative to starting signal</i>	<i>Flag Signal</i>	<i>Sound Signal</i>	<i>Means</i>
- 3	Class Division Flag and /or Numeral Flags	One	Warning signal
- 2	Code Flag P or I, U or Black Flag	One	Preparatory signal
- 1	Preparatory Flag removed	One Long	One minute
0	Division Flag and / or Numeral Flags removed	One	Starting Signal
+ 30 Seconds		One	Cease Pumping

- 13.2. The starting line is between be a flagstaff displaying an orange flag on the Race Committee Boat at the starboard end and a black and white inflatable buoy. (mark S).
A clearance buoy may be streamed from the stern of the Race Committee boat.
Boards shall not pass between this buoy and the Race Committee start boat at any time.
- 13.3. A board starting later than 3 minutes after her starting signal will be scored 'Did Not Start'.
- 13.4. When a general recall is signalled, a new warning signal will be made 30 seconds after the general recall signal is lowered. This changes RRS 29.2 and Race Signals.
- 13.5. The warning signal for each succeeding division(s) (if applicable) shall be made with or after the starting signal of the preceding division.
- 13.6. Boards whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

14. Course Racing Finish

- 14.1. The finishing line will be a flagstaff displaying a blue flag on the Race Committee Boat and a black and yellow inflatable buoy. (mark F).
A clearance buoy may be streamed from the stern of the Race Committee finish boat.
Boards shall not pass between this buoy and the Race Committee finish boat at any time.
- 14.2. Boards who have finished shall sail well clear of the finishing line (more than 20 board lengths past the line) and unless advising the Race Committee of their intention to protest or retire will remain well clear until the last board still racing has finished.
[DP] Boards who breach this instruction may be subject to protest by the Race Committee.

15. Course Racing Time Limit

- 15.1. The target time for the first finisher is 25 minutes
- 15.2. The time limit for the first board in each race to reach the first mark is 10 minutes.
- 15.3. The time limit for the first board to finish a race is 40 minutes.
If the time limits in SI's #16.2 and #16.3 are exceeded the race shall be abandoned.
- 15.4. Boards failing to finish within 15 minutes after the first finisher in their respective division shall be scored DNF.
This changes RRS 35, A4 and A5
- 15.5. Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

16. Course Racing Protests and Requests for Redress

- 16.1. The protesting board shall inform the other board at the first reasonable opportunity. When her protest will concern an incident in the racing area, she shall hail 'Protest' at the first reasonable opportunity.
No red flag need be displayed.
She shall also inform the race committee of her intention to protest as soon as practicable after she finishes or retires.
- 16.2. However:
 - (1) if the other board is beyond hailing distance, the protesting board need not hail but she shall inform the other board at the first reasonable opportunity.
 - (2) if the incident was an error by the other board in sailing the course, she need not hail but she shall inform the other board either before or at the first reasonable opportunity after the other board finishes.
 - (3) if at the time of the incident it is obvious to the protesting board that either competitor is in danger, or that injury or serious damage resulted, the requirements of this rule do not apply to her, but she shall inform the other board at the first reasonable opportunity, which may be after the finish.
- 16.3. Protest forms will be available from the Balmoral Sailing Club on the official notice board. Protests and requests for redress or reopening shall be delivered to the race officer within the appropriate time limit.
- 16.4. The protest time limit for each division is 60 minutes after the last board in that division has finished the last race of the applicable race session.
- 16.5. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the race office beginning at the time posted.
- 16.6. Notices of protests by the race committee will be posted to inform competitors under RRS 61.1(b).
- 16.7. Breaches of Instructions 7 - *Identification*, 20 - *Equipment and Measurement* and 23 - *Support Boats* will not be grounds for protest by a board. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Protest Committee so decides. The scoring abbreviation for a discretionary penalty imposed under this Instruction will be 'DPI'.
- 16.8. On the last scheduled day of competition, a request for reopening a hearing shall be delivered:
 - within the protest time limit if the requesting party was informed of the decision on the previous day
 - no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 63.7.
- 16.9. On the last scheduled day of competition, a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 61.2 and 63.7.

17. Arbitration

- 17.1. RRS Appendix T Arbitration may apply, see Attachment A.

18. Course Race Scoring

- 18.1. The Low Point System - RRS Appendix A Scoring will apply.
- 18.2. Boards will be scored within their divisions, based on their placing in the overall across-the-line results.
- 18.3. Three (3) course races are required to be completed to constitute a series.
- 18.4. When fewer than 5 course races have been completed a board's series course racing score will be the total of her divisional race scores.
When between 5 and 7 course races have been completed, a board's series course racing score will be the total of her divisional race scores excluding her worst score ("one drop").
When 8 or more course races have been completed, a board's series course racing score will be the total of her divisional race scores excluding her two worst scores ("two drops").

19. Safety – Sign On & Sign Off / Buoyancy

- 19.1. Paper sign on and sign off sheets will be used.
- 19.2. For each Course race session each board intending to race shall personally sign-on prior to the warning signal of the race session, and shall personally sign-off as soon as practicable upon returning to shore after each session, but no later than 30 minutes after the last finisher of that session.
[DP] Failure to comply with this Instruction may result in a board being penalised without a hearing:
 - For not signing on - a penalty of 5 points will be added to the score in the first race of that race session
 - For not signing off - a penalty of 5 points will be added to the score in the last race of that race session
- 19.3. A competitor that retires from a race shall notify the Race Committee before leaving the racing area, or if that is not possible, shall notify the scorer, race officer or start finish boat.
- 19.4. All competitors whilst competing in Course Racing shall wear personal flotation devices which are in good condition and are in accordance with the specifications approved by the National Authority at or above the minimum level required (ie L50/ level 50) or as approved by the Organiser.
Failure to comply with this Instruction will result in a board being scored as a 'Did Not Compete' (DNC) without a hearing for all races the competitor did not wear a complying personal floatation device.
This changes RRS A4, and A5.

20. Equipment and Measurement

- 20.1. [DP] A board or equipment may be inspected at any time by a member of the Organising Authority and/or Windsurfer Class representative for compliance with the Windsurfer Class Rules and Sailing Instructions.
On the water, a board can be instructed by a Race Committee equipment inspector or measurer to proceed immediately to a designated area for inspection.
- 20.2. [DP] Substitution of board, sail, mast or boom is not allowed unless authorised by the Race Committee.
Grounds for consideration of substitution shall be damage of equipment such that the equipment is un-useable. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity.
- 20.3. [DP] Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.
However, a competitor may wear a drinking container that may have a capacity of up to 1.5 litres and weigh no more than 1.75 kilograms when full.

21. Event Advertising

- 21.1. [DP] All competitors shall display event advertising supplied by the Organizing Authority and in the manner described.
If this Instruction is broken, World Sailing Regulation 20.9.2 applies.

22. Official Boats

- 22.1. Official boats will be marked by flying the host club's Burgee or Windsurfer Class Association Flag.

23. Support Boats

- 23.1. [DP] Team leaders, coaches and other support persons shall stay outside areas where boards are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement or abandonment.
- 23.2. [DP] During any start sequence support boats shall stay at least 50 meters below the starting line and its extensions.

24. Rubbish Disposal

- 24.1. [DP] Sailors shall not put rubbish in the water. Rubbish may be placed aboard support and race committee boats.

25. Race Results

- 25.1. Race results will be posted on the official notice board when available.
Results may also be published online.

26. Prizes

- 26.1. Prizes will be awarded at the discretion of the Organising Authority.

27. Responsibility and Disclaimer of Liability

- 27.1. Competitors who participate in competition at Balmoral Sailing Club do so entirely at their own risk and responsibility.
- 27.2. Attention is drawn to Fundamental Rule 3 - Decision to Race, which states; "The responsibility for a board's decision to participate in a race or to continue racing is hers alone".
- 27.3. By participating in this event each competitor agrees and acknowledges that windsurfing is a potentially dangerous activity with inherent risks.
These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, board handling errors, poor seamanship by other boards or boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.
Inherent in the sport of windsurfing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.
- 27.4. It is the competitor's sole decision to enter this event and to start and or to continue to compete.
By way of entering, competitors acknowledge and agree that participation in this event can be dangerous and accept that their participation is at their exclusive risk in every respect.
In addition, by way of entering competitors shall hold harmless the Organising Authority, its officers, members, servants and agents and all other competitors in respect of all liability for injury to their person and or loss or damage to their property howsoever arising from their participation or intended participation in this event and acknowledge and accept that the Organising Authority, its officers, members, servants, agents and other competitors accept no responsibility in respect to loss of life, personal injury or loss or damage to property which may be sustained by reason of a competitor's participation or intended participation in this event or arising for whatever reason in connection with this event.
- 27.5. All competitors shall complete and sign an entry form at registration that includes an entry disclaimer.

28. Insurance

- 28.1. Every competitor shall be a member of the Windsurfer Class Association of Australia.
- 28.2. Every competitor shall have current Australian Windsurfing Association (AWA) 3rd party liability insurance obtained through WCAA membership with insurance or membership of Windsurfing NSW (WNSW) or another affiliated Australian Windsurfing Association (AWA) state or club-based organisation.
Every competitor who enters the event is deemed to have confirmed that they have such insurance.
Competitors found not to have such insurance shall have their entry revoked.

Attachment A – RRS APPENDIX T - ARBITRATION

Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected.

T1 POST-RACE PENALTIES

- (a) Provided that rule 44.1(b) does not apply, a board that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A board takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

T2 ARBITRATION MEETING

An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving one or more rules of Part 2 or rule 31, but only if each party is represented by a person who was on the board at the time of the incident. No witnesses will be permitted.

However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3 ARBITRATOR'S OPINION

Based on the evidence given by the sailors, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the protest is invalid,
- (b) no board will be penalized for breaking a rule, or
- (c) one or more boards will be penalized for breaking a rule, identifying the boards and the penalties.

T4 ARBITRATION MEETING OUTCOMES

After the arbitrator offers an opinion,

- (a) a board may take a Post-Race Penalty, and
- (b) a board may ask to withdraw her protest.

The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.

Unless all protests involving the incident are withdrawn, a protest hearing will be held.