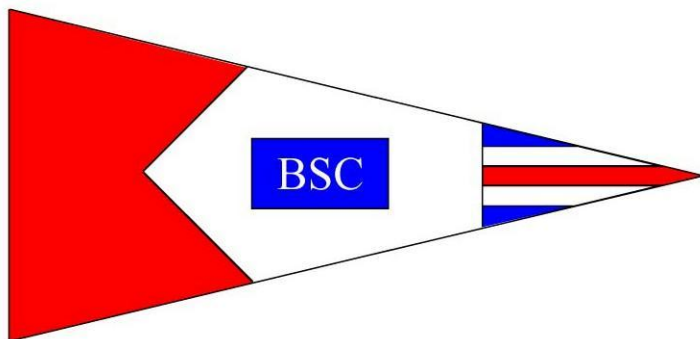


# Broome Sailing Club



**2011**

## Sailing Handbook

Version 1.0

## Revision History:

<u>Version</u>	<u>When</u>	<u>Who</u>	<u>What</u>
V0.1	24/01/2011	John Kennedy	First Draft
V1.0	27/01/2011	John Kennedy	Release Version

# BSC Sailing Handbook

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## Contents:

<b>CLUB OFFICE BEARERS .....</b>	<b>5</b>
<b>CLUB ADMINISTRATION .....</b>	<b>5</b>
<b>EMERGENCY RESPONSE OUTLINE .....</b>	<b>6</b>
<b>DUTIES ROSTER .....</b>	<b>7</b>
<b>2011 SAILING PROGRAMME .....</b>	<b>8</b>
<b>SOME BASIC RULES .....</b>	<b>11</b>
HOW RACES ARE STARTED .....	11
A GUIDE TO A FEW BASIC RULES OF THE ROAD WHILST RACING .....	12
<b>2011 SEASON SAILING INSTRUCTIONS .....</b>	<b>15</b>
1 RULES .....	15
2 ADVERTISING .....	15
3 SAFETY .....	16
4 STRONG WIND WARNING .....	16
5 ELIGIBILITY FOR ENTRY .....	16
6 NOMINATIONS .....	16
7 SAIL NUMBERS .....	17
8 CHANGES IN SAILING INSTRUCTIONS .....	17
9 SIGNALS MADE ASHORE .....	17
10 RACING FLAGS .....	17
11 DIVISION FLAGS .....	17
12 MARKS .....	18
13 RACING AREA .....	18
14 COURSES .....	18
15 STARTS .....	18
16 START TIMES .....	18
17 GENERAL RECALL .....	19
18 THE FINISH .....	19
19 ABANDONED RACE .....	19
20 PROTESTS .....	19
21 MEDIATION .....	19
22 PRESENTATIONS .....	20
23 INSURANCE: .....	20
24 DISCLAIMER .....	20
25 SCORING .....	21
25.1 Club Championship .....	21
26 HANDICAPPING SYSTEMS .....	21

# BSC Sailing Handbook

---

<b>APPENDIX A: RABBIT START .....</b>	<b>22</b>
SELECTION OF RABBIT .....	22
SEQUENCE .....	22
THE RABBIT START DIAGRAM .....	23
<b>APPENDIX B: PROTEST MEDIATION .....</b>	<b>24</b>
<b>APPENDIX C: COURSES.....</b>	<b>25</b>
TRIANGLE – COURSE A .....	26
TRAPEZOID – COURSE B.....	26
WINDWARD & RETURN – COURSE C.....	26
TRIANGLE – COURSE D .....	26
TRIANGLE – COURSE E.....	27

## Club Office Bearers

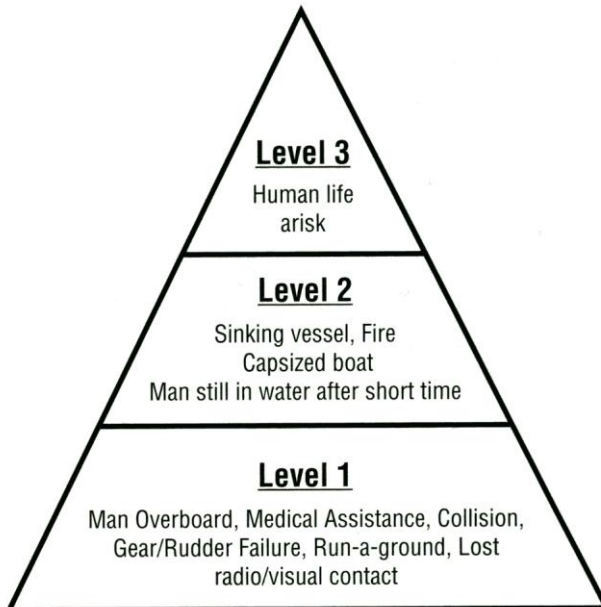
Commodore:	<b>Miranda Dibdin</b>	9192 7176
Vice Commodore:	<b>Phil Cox</b>	0409 036 443
Rear Commodore:	<b>Sarah Liddiard</b>	0428 351 004
Treasurer:	<b>Carol Kennedy</b>	9192 8249
Secretary/Registrar:	<b>John Kennedy</b>	9192 8249
Racing Officer:	<b>Brett Winfield</b>	0422 636 332
Committee Members:	<b>Loi Odore, Stan Best, Jenifer John</b>	

## Club Administration

eMail: [admin@broomesailingclub.org.au](mailto:admin@broomesailingclub.org.au)

Postal: Broome Sailing Club Inc  
PO Box 2874  
Broome, WA 6725

## Emergency Response Outline



**Level 1 Emergency:** Normally handled by boat's skipper in the first instance with assistance from other boats in the area. Race OOD must be notified

**Level 2 Emergency:** Rescue Boat to assist and call for other assistance as required.

**Level 3 Emergency:** Notify Water Police and Race OOD.

**Have you practised a Man Overboard Recovery or Capsize drill this year?**

## Duties Roster

Members contribute to club sailing activities through rostered social and sailing day duties.

These duties include:

- Towing trailers to and from the beach (e.g. dinghy trailers, BSC Club Trailer, etc.)
- helping to organise and run the races (e.g. OOD, Start Boat, rescue Boat, etc)
- assisting with the social duties (e.g. preparing, serving and cleaning up the refreshments)

Rosters will be organised by the Race Committee and Social Committee.

It is the responsibility of all members to be available to perform rostered duties.

## BSC Sailing Handbook

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### 2011 Sailing Programme

Date	Event	Start	Tide	Tide
Feb	AGM			
Sunday 10 April	Train the Trainers BSC Open Day	0830 1300	0749 2.89m	1344 8.39m
Saturday 16 April	Youth Sailing Training 1	0800 1600	0919 8.37m	1541 2.45m
24 April	Easter Sunday		1429 3.56m	2032 7.59m
Sunday 1 May	Race 1 & 2	1300	0948 8.30m	1611 2.53m
Sunday 8 May Mothers' Day	Youth Sail Training 2	0830	0713 2.45m	1302 8.85m
Saturday 14 May	Youth Sail Training 3	0830	0732 7.47m	1402 3.42m
Sunday 15 May	Race 3 & 4	1300	0835 8.19m	1506 2.59m
Saturday 28 May	Youth Sail Training 4	0830	0709 6.79m	1400 4.12m
Sunday 29 <sup>th</sup> May	Adult Sail Training-1 Race 5	0830 1400	0821 7.19m	1455 3.56m
5 June Found. day	(long weekend)		0637 2.15m	1224 9.07m
Sunday 12 June	Adult Sail Training-2 Race 6	0830 1400	0633 7.44m	1316 3.46m
Friday 24 June	ECO BEACH RACE	0000	1543 6.89m	2150 3.79m
Saturday 25 June		0000	0408 7.06m 1024 4.14m	1647 6.41m 2247 4.26m

## BSC Sailing Handbook

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Date	Event	Start	Tide	Tide
Sunday 26 June		0000	0515 6.73m	1219 4.34m 1826 6.19m
Saturday 9 July	Adult Sail Training –3	0830	0947 2.92m	1547 7.35m
Sunday 10 July Hols	Race 7&8	1300	1051 3.47m	1701 6.73m
Saturday 16 & 17 July	Hampton Harbour Boating & Sailing Club (HHB&S), Dampier Regatta			
Saturday 23 July	Adult Sail Training –4	0830	0851 2.97m	1452 7.28m
Sunday 24 July	Race 9&10	1300	0922 3.53m	1531 6.65m
Sunday 31 July	Race 11	1400	1100 8.95m	1731 1.34m
Sunday 7 August	Day Sail-a-way	0000	0917 2.59m	1514 7.36m
14 August	Race 12	1400	1106 9.01m	1731 1.32m
Saturday 20 August	BSC Regatta 19 - 21 August	0000	0754 1.94m	1347 8.2m 2000 2.29m
Sunday 21 August	BSC Regatta 19-21 August	0000	0817 2.45m	1414 7.61m
Saturday 27 August	Youth Sail Training 1	0830	0931 7.55m	1557 2.61m
Sunday 28 August	Shinju Dragon Boat Regatta		1009 8.41m	1635 1.8m
Sunday 4 Sept Fathers' Day	Youth sail training 2 Race 13	0830 1400	0816 1.62m	1408 8.23m
Saturday 10 September	Youth Sail Training 3	0830	0945 7.88m	1604 2.42m
Sunday 11 September	Race 14 & 15	1300	1017 8.52m	1637 1.84m

## BSC Sailing Handbook

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Date	Event	Start	Tide	Tide
Sunday 18 September	Youth Sail training 4 Race 16	0830 1400	1319 8.37m	1931 2.21m
Saturday 24 September	Youth Sail Training 5	0830	0811 6.55m	1446 3.68m
Sunday 25 September	Race 17 & 18	1300	0906 7.5m	1529 2.78m
2 October Hols Queen's B/day	(long weekend)	0000	1313 8.97m	1932 1.78m
Saturday 8 October	Adult Sail Training-5	0830	0841 6.92m	1458 3.49m
Sunday 9 October	Race 19 & 20	1300	0921 7.65m	1536 2.84m
Sunday 16 October	Race 21	1400	1233 8.77m	1846 1.94m
Saturday 22 October	Adult Sail Training-6	0830	1154 4.50m	1832 6.33m
Sunday 23 October	Race 22	1300	0711 6.53m	1347 3.94m
29 October	Presentation Night	1900		

### Notes:

- Two races may be sailed on dates with 1300 hrs starts dependent on conditions.
- Racing program is subject to change dependent on unforeseen circumstances. Sufficient advance notice will be given prior to alterations.
- **TIDE TIMES MUST NOT BE USED FOR NAVIGATION PURPOSES.**

## Some Basic Rules

### How Races Are Started

Races are started using flags and sound signals (not always easy to hear). The inside back cover of this book has a list of some flags.

1. From this book know the time your race is to start. Ensure you are out in plenty of time to get a feeling for the weather conditions and what sails to set.
2. The Numeral Pennant indicating which course is to be used will probably be raised when the first division of the day is to start otherwise it will be raised with your 5 minute Warning Signal.
3. 5 minutes prior to the start your division flag will be hoisted (see Sailing Instruction 11) and one sound signal made. This is the Warning Signal.
4. 4 minutes prior to the start code flag "P" will be hoisted, with one sound signal.
5. 1 minute prior to the start code flag "P" will be lowered, with one long sound signal.
6. At start time the flag for your division will be lowered with one sound signal.

## BSC Sailing Handbook

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7. When you first race, try to be somewhere near the middle of the line close hauled on starboard tack and then no one will try to push you off the top end (the Start Boat end) of the line. The aim is to arrive at the line just as the gun goes but it is better to be a little late than too early. If you cross early (before your division flag is lowered) you have to return behind the line and start again. A tactic of other boats is to force their competitors to go over the line early, but wait until you have a firm grasp of the rules before you try it for yourself!
8. In the start area ensure that no part of any of your crew's bodies are over the side of the yacht for their own safety.

### **A Guide to a Few Basic Rules of the Road Whilst Racing**

Copies of the Racing Rules of Sailing (RRS – aka “Blue Book”) 2009 – 2012 should be purchased. Explanatory books are available from boating book shops (try the Chart and Map Shop in Collie St. Fremantle). The Club may also periodically runs Rules nights to assist new and experienced sailors.

1. **ON OPPOSITE TACKS;** When 2 boats are on opposite tacks the port tack boat (the one with its boom on the right hand side of the boat and the wind coming over the port (left) side) must keep clear of a starboard tack boat (boom on left side and wind coming over the starboard side)
2. **ON THE SAME TACK – OVERLAPPED:** The windward boat (the one which is closest to the direction the wind is coming from) must keep clear of the leeward boat.

## BSC Sailing Handbook

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3. **ON THE SAME TACK - NOT OVERLAPPED:** The boat clear astern must keep clear of the boat clear ahead. It is similar to the road rules in that if you are overtaking you do not have the right of way but once you overtake to windward then 2 above applies. If you overtake to leeward the rules are complex and until you have a good understanding of the rules keep clear of the other boat.
4. **WHILE TACKING - CHANGING FROM ONE TACK TO THE OTHER:** After a boat passes head to wind (she is deemed to have left the current tack) she must keep clear of other boats until she is close hauled on the other tack (her main is set and drawing wind). Similar rules apply if you are gybing.
5. **AVOIDING CONTACT:** It is a fundamental rule that a boat shall avoid contact if reasonably possible.
6. **OTHER RIGHT OF WAY RULES:** The important rules that determine when you have right of way and when you must keep clear are RRS 10 to 19 in the Blue Book.
7. If you do not feel comfortable with any situation that develops on the race course then do not push yourself into it. An example is a congested mark with a number of boats trying to round at the same time. Hang back until you gain in confidence in handling your boat and you know the rules and therefore your rights.
8. **RESPONSIBILITY:** Fundamental Rule 4 states “The responsibility for a boat’s decision to participate in a race or continue racing is hers alone.”

## BSC Sailing Handbook

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9. If you do not feel comfortable with the weather conditions or any other situation that may develop on board such as sea sickness then the safest thing to do is to retire from the race and return to harbour. Any experienced sailor who has been sailing for a number of years will agree that there have been occasions when they have retired for one reason or another, perhaps just because they or their crew were not enjoying it.

## 2011 Season Sailing Instructions

***Issued March 2011; any amendments will be published on the Club Notice Board***

- Skippers undertaking club sailing day rostered duties are eligible for average points for championship races.
- Shortened course - the affected boats shall pass by the course mark, at which the flag S is flying, on the correct side and proceed to the finish line, rounding the appropriate day buoy.
- A minimum of three boats shall constitute a race in championship heats.

### 1 Rules

- 1.1 All races will be governed by the “rules” as defined in The Racing Rules of Sailing (RRS), [which includes the prescriptions of YA and the rules of competing Class(es)], except as any of these are changed by these sailing instructions, and by these sailing instructions.
- 1.2 The BSC Committee is the ‘Organising Authority’ as required by rule 89.1 (c).
- 1.3 The BSC Race Committee is the appointed ‘Race Committee’ as required by rule 89.2.
  - 1.3.1 The Race Committee shall comprise the Commodore, Rear Commodore, and the Race Officer or their nominees.
- 1.4 The ‘Officer of the Day’ (OOD) is the BSC Racing Committee representative with all the authority of the ‘Race Committee’.

### 2 Advertising

- 2.1 Club racing is designated Category C with respect to advertising – *i.e. basically unrestricted unless BSC determine that sponsor logos must be displayed.*

## 3 Safety

### 3.1 Mono-hulls & Multi-hulls:

Races will be conducted under YA Special Regulations Part 1, Category 6.

## 4 Strong Wind Warning

- 4.1 When a Strong Wind Warning (winds of 25 to 33 knots) or stronger, is issued by the Australian Bureau of Meteorology and is current at the scheduled start time, the race may be Postponed or Abandoned.

## 5 Eligibility for Entry

- 5.1 Boats must be included in the Club Yacht Register.
- 5.2 Boats registered in the names of Junior members shall be skippered only by Junior members.
- 5.3 Skippers and crew shall be members of the Broome Sailing Club. (Note: Temporary Members may compete in a maximum of **three** races)
- 5.4 Every skipper and crew member who sails more than 3 races in a season shall be a Youth or Silver member of Yachting Australia.
- 5.5 Boats competing in Broome events shall be on the register of a club affiliated with Yachting Australia and shall comply with the fire and safety requirements of their home club.

## 6 Nominations

- 6.1 Nomination for all Club races is compulsory. Any boat failing to nominate shall be recorded as 'Did not Start'.
- 6.2 Nominations shall be lodged by **correctly filling in and signing** the Sign-On Sheet prior to the warning signal for racing.

## 7 Sail Numbers

- 7.1 There is a temporary dispensation for the 2011 Sailing Season covering all craft infringing RRS 77 (Sail Numbers).

## 8 Changes in Sailing Instructions

- 8.1 Changes to Sailing Instructions will be announced prior to the day's programme commencing.
- 8.2 Any change to the sailing instructions made on the water (which may be oral) will be delivered by a Race Committee Boat. Flag L will be displayed while the changes are being given. It shall be the responsibility of each boat to obtain the written or oral instructions..

## 9 Signals Made Ashore

- 9.1 Signals made ashore will be displayed from the yardarm located on the BSC club-house trailer
- 9.2 All Course signals will be made ashore at least 15 minutes before the first Warning signal.
- 9.3 A warning signal will be made not less than 1 minute after the end of a postponement period.

## 10 Racing Flags

- 10.1 Racing Flags shall be displayed from the backstay (or from the leach of the mainsail) at least 1.5 metres above the deck and should be removed if the boat has retired. The flags are:

- 10.1.1 Round the Buoys including Trophy Races
- |             |             |
|-------------|-------------|
| Multi-hulls | Code Flag C |
| Mono-hulls  | Code Flag D |

## 11 Division Flags

- 11.1 Division Flags will be designated by:
- |             |             |
|-------------|-------------|
| Multi-hulls | Code Flag C |
| Mono-hulls  | Code Flag D |

## 12 Marks

- 12.1 Racing marks will be coloured floats.
- 12.2 A missing mark may be replaced by a buoy with a flag staff and code flag M attached.

## 13 Racing Area

- 13.1 Generally Cable Beach to the North of Gantheaume Point.

## 14 Courses

- 14.1 Courses will be announced prior to the day's programme commencing.

## 15 Starts

- 15.1 Races will be started by using RRS 26 wherever possible. Where not possible (e.g. due to a shortage of race officials), then a "Rabbit Start" may be used – see Appendix A.
- 15.2 Boats whose Division Warning Signal has not been given shall avoid the start area.
- 15.3 The starting line will be between a mast displaying an orange flag on the committee boat at the starboard end of the line and a buoy at the port end.  
A buoy may be attached to the committee boat's transom. Boats shall not pass between this buoy and the committee boat.

## 16 Start Times

The Race Start Times shall be as indicated in the enclosed Sailing Programme, with all divisions starting at the same time.

*NB: should the fleets become too large to manage with a single start time then this may be amended.*

## 17 General Recall

- 17.1 When a general recall is signalled the warning signal for the first recalled fleet will be displayed at the start signal for the last fleet in the sequence. Warning signals for other recalled fleets will follow in order thereafter. The General Recall signal for a recalled fleet will be displayed for one minute. This changes RRS 29.2.

## 18 The Finish

- 18.1 The finishing line will be between a mast displaying an orange flag on the committee boat at the starboard end of the line and a buoy at the port end (opposite ends for a downwind finish).
- 18.2 Except when finishing, boats sailing through a finish line in either direction, while the Committee Boat is displaying a Blue Flag, will be disqualified without a hearing, and will be scored DSQ.

## 19 Abandoned Race

- 19.1 Should a heat be postponed or abandoned it may be resailed immediately or on a day decided by the Race Committee.

## 20 Protests

- 20.1 Protest forms are available from the race committee. The form to be lodged with the race committee within 60 minutes of the finish time of the last boat and otherwise in accordance with RRS 60.

## 21 Mediation

- 21.1 Mediations will be conducted in accordance with Appendix B.

## 22 Presentations

- 22.1 After returning to the beach the race committee may make one sound signal which shall mean Presentations will take place within 30 minutes.

## 23 Insurance:

- 22.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$5 million for any one incident. By taking part in a race or event owners are deemed to have made a declaration that they have such cover.

## 24 Disclaimer

- 24.1 All those taking part in races conducted by the Broome Sailing Club do so at their own risk and responsibility.
- 24.2 The Broome Sailing Club, any sponsor and any party involved in the organisation of any event disclaims any and every responsibility for any loss, damage, injury to persons and things, both ashore and at sea, as a consequence of participation in any way in the races covered by these sailing instructions.
- 24.3 Attention is drawn to RRS 4 which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

## 25 Scoring

### 25.1 *Club Championship*

- 25.1.1 The Low Point system of RRS Appendix A will apply, modified so that each boat's series score will be the total of her race scores, with her worst score discarded if all races in the series have been completed .
- 25.1.2 Rule A9 applies. The number of boats entered in the series shall be determined following the final heat of the series.
- 25.1.3 There shall be a minimum of three boats which start to constitute a heat, otherwise that heat shall be cancelled.
- 25.1.4 To determine the champion skipper, or co-skipper, points shall be awarded to the nominated skipper, or co-skipper, not the boat. Thus if a skipper, or co-skipper, changes boats during the season, points gained in previous heats shall be retained.
- 25.1.5 Points are not transferable between classes.
- 25.1.6 Average points shall be awarded as redress resulting from a redress hearing or where a skipper is engaged on Club duties, with the approval of the OOD, which prevent that skipper from racing.

## 26 Handicapping Systems

- 26.1 Individual handicaps used for the determination of placings will be calculated using a system of handicapping which has been approved by the Race Committee.
- 26.2 The Race Officer will be responsible for assessment, arbitration and record-keeping of handicaps.
- 26.3 Appeals against handicaps or the administration of handicaps shall be made to the Rear Commodore. Such appeal shall be lodged in writing with the Club or the OOD prior to the race following the Race Officer's decision being advised.

## Appendix A: Rabbit Start

### Selection of Rabbit

The race committee on the course shall designate the rabbit and the course. If no official is present, then the rabbit shall be the boat with the largest (slowest) handicap rating, and the rabbit shall designate the course.

### Sequence

Five minutes prior to the fleet's designated start, the rabbit shall be in position near the starting mark and the competing craft should be in the vicinity. Boats will be hailed to ensure their preparedness.

At Position 2 the rabbit shall sound ONE sound signal as she passes the mark and shall continue sailing close hauled on the wind while the fleet starts by crossing under her stern on starboard tack. *NB: the Rescue Boat may make this sound signal.*

The time spent on port tack by the rabbit after she has passed the starting mark shall be equal to the number of probable starters times six seconds (not including the rabbit).

If, at the expiration of the time the rabbit is required to stay on port tack all boats have started, then the rabbit shall tack immediately to starboard. If, however, all boats have not started, the rabbit shall continue on port tack for fifteen additional seconds and then tack immediately.

If a boat has failed to start when the rabbit tacks back on to starboard tack, that yacht may legally start after she has sailed to the approximate point at which the Rabbit tacked and make a 360 degree turn.

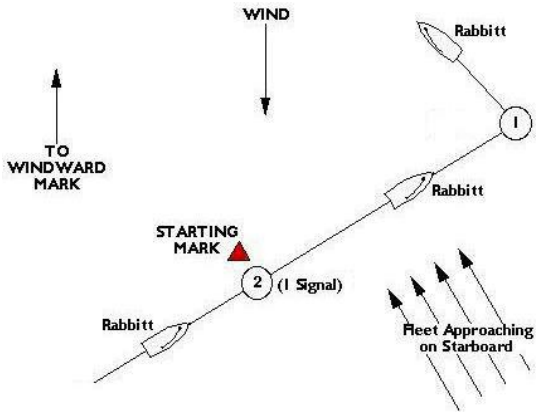
After she has started a yacht must remain on starboard tack UNTIL THE RABBIT HAS TACKED TO STARBOARD.

A yacht that collides with the rabbit is automatically disqualified and must retire without recourse to the 720 Rule.

Yacht's finishing will have their times taken by the Rescue Boat wherever possible. If this is not possible (e.g. a rescue in progress) then competing craft should take their own times.

The race committee will not take the finish of, or attempt to change the course of any fleet started by rabbit. However, the race committee may abandon any race in progress, no matter how started, at their discretion.

## The Rabbit Start Diagram



## Appendix B: Protest Mediation

A mediation hearing will be conducted for all protests, lodged in accordance with RRS 61, that allege an infringement of a rule of Part 2 or 4. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.

The time and place of the mediation hearing will be decided by the mediator and such advice may be given verbally. One representative of each boat shall attend the mediation hearing and no witnesses shall be allowed. The mediator shall decide the manner in which testimony is given.

After taking testimony at mediation hearing the mediator shall make one of the following conclusions:

(a) The protest does not comply with RRS 61 and the protestor may withdraw the protest.

(b) The matter shall proceed to a protest hearing. (This may be because rules other than Part 2 or 4 are or may be involved; or because evidence is too complex or divergent to reach a reasonable and timely conclusion; or due to the apparent severity of the alleged infringement; or for any other reason decided by the mediator.)

(c) No rule was broken and the protestor may withdraw the protest.

(d) A rule was broken by one or more of the boats involved. The infringing boat(s) may accept scoring points equal to a finishing place mid-way between her actual finishing place and a disqualification, and if so accepted the protestor shall withdraw the protest. (Half points shall be disregarded and the points of other boats shall not be adjusted.)

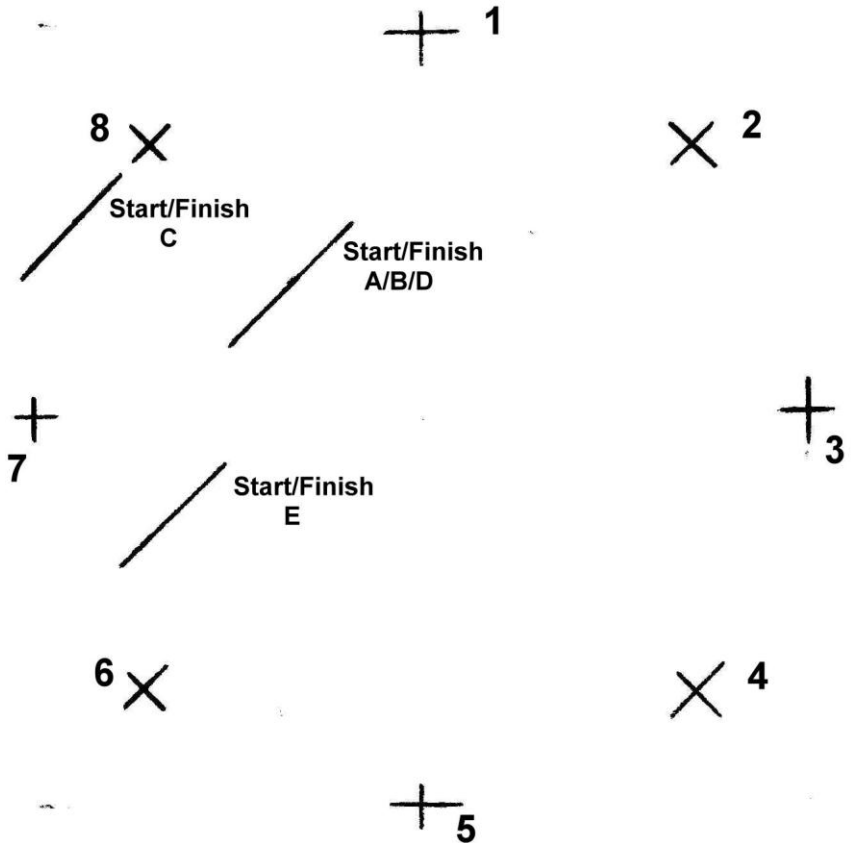
A mediation hearing shall not be re-opened. No conclusion of a mediator shall be subject to appeal or be grounds for redress.

Should the protest proceed to a protest hearing then the mediator may be a member of the Protest Committee. Any evidence given by a mediator during a protest hearing shall be given only in the presence of the parties to the hearing.

## Appendix C: Courses

The BSC sailing ground is to the north of the Cable Beach moorings. The marks consist of 8 floating poly-pipe buoys, painted in distinctive colours and with their mark number (i.e. 1 to 8) at the top. For the purposes of orientation, Mark 1 will be the only White coloured mark.

These marks are set up on the circumference of a circle of approximately 1nm diameter and at 45° apart as shown below. *NB: A line drawn between 1 and 5 is North/South.*



# BSC Sailing Handbook

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Below are listed some example course. It should be noted that the actual marks to be used for any course may be moved *around-the-circle* in 45<sup>0</sup> increments depending upon wind conditions on the day.

## Triangle – Course A

**Race Flag: Naval Numeral 1**

- Monohull: START - 4 - 2 - 8 - 4 - 8 - FINISH
- Multihull: START - 4 - 2 - 8 - 4 - 8 - 4 - 8 - FINISH

ALL PORT ROUNDINGS UNLESS GREEN FLAG FLYING ON START BOAT.

## Trapezoid – Course B

**Race Flag: Naval Numeral 2**

- Monohull: START - 4 - 3 - 1 - 3 - 1 - 8 - FINISH
- Multihull: START - 4 - 3 - 1 - 3 - 1 - 8 - 4 - 3 - 1 - 8 - FINISH

ALL PORT ROUNDINGS UNLESS GREEN FLAG FLYING ON START BOAT.

## Windward & Return – Course C

**Race Flag: Naval Numeral 3**

- Monohull: START - 5 - 4 - 8 - 5 - 4 - FINISH
- Multihull: START - 5 - 4 - 8 - 5 - 4 - 8 - 5 - 4 - FINISH

ALL PORT ROUNDINGS UNLESS GREEN FLAG FLYING ON START BOAT.

## Triangle – Course D

**Race Flag: Naval Numeral 4**

- Monohull: START - 4 - 2 - 8 - 4 - 3 - FINISH
- Multihull: START - 4 - 2 - 8 - 4 - 3 - 8 - 4 - FINISH

# BSC Sailing Handbook

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ALL PORT ROUNDINGS UNLESS GREEN FLAG FLYING ON START BOAT.

## Triangle – Course E

### Race Flag: Naval Numeral 5

- Monohull: START - 5 - 2 - 7 - 5 - 7 - FINISH
- Multihull: START - 5 - 2 - 7 - 5 - 7 - 5 - 2 - 7 - FINISH

ALL PORT ROUNDINGS UNLESS GREEN FLAG FLYING ON START BOAT.