2026-27 NSW & ACT
ILCA 4, 6 & 7 OPEN YOUTH AND MASTERS
STATE CHAMPIONSHIPS

14th and 15th November 2026

Double Bay Sailing Club

The Organising Authority is the NSW & ACT District ILCA Association in association with Double Bay Sailing Club DBSC

SAILING INSTRUCTIONS

1. RULES

The Regatta will be governed by:

a. The Racing Rules of Sailing;

b. The Prescriptions of Australian Sailing;

c. Part 2 of the Special Regulations of Australian Sailing; and

d. The rules and by-laws of the International Laser Class Association (ILCA).

2. ELIGIBILITY AND ENTRY

2.1 Entries shall be lodged in accordance with NoR Clause 3.

2.2 All competitors shall complete registration with the Organising Authority.

2.3 All competitors shall be current financial members of a district of the ILCA and of a yacht or sailing club affiliated with a National Authority.

2.4 Eligibility for youth age groups shall be the age on 31st December 2027. Eligibility for all other age groups shall be the age on 14th November 2026.

3. NOTICES TO COMPETITORS

Notices to Competitors will be posted on the official Regatta Notice Board located at the northern end of DBSC adjacent to the canteen. Notices will also be posted on the Australian ILCA App obtainable free on the Apple App and Google Play Stores.

4. CHANGES IN SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted at least two hours before the first race on the day it will take effect, except that any change in the schedule of races will be posted by 1900 on the day before it will take effect.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flag mast located on the waterfront in front on the northern end of DBSC club house.

5.2 When flag AP is displayed ashore, "one minute" is replaced with "not less than 30 minutes" in race signal AP.

6. RACING SCHEDULE

6.1 The racing schedule follows:

Event	Day	Date	Time
Briefing	Saturday	14 Nov 2026	1130 hours
Racing	Saturday	14 Nov 2026	First Warning Signal at 1330 hours. Subsequent starts shall be made ASAP after the preceding race
Racing	Sunday	15 Nov 2026	First Warning Signal at 1100 hours. Subsequent starts shall be made ASAP after the preceding race

6.2 A maximum of six races are to be conducted for the Championship.

6.3 No Warning Signal shall be made after 1600 hours Sunday 15th November 2026.

7. FLEETS

7.1. The ILCA 7 class shall sail as one fleet.

7.2. The ILCA 6 Open & Youth division will sail as one fleet.

7.3. The ILCA 6 Masters division will sail as one fleet.

7.4. The ILCA 4 class shall sail as one fleet.

7.5. To distinguish the two ILCA 6 fleets a colour band supplied at registration shall be displayed on the bottom mast between the boom vang fitting and the boom on ILCA 6s. The Open and Youth ILCA 6 feet band will be yellow, and the ILCA 6 Masters fleet will be blue.

7.6. The Race Committee may decide to change the fleet structures based on numbers. Any decision of the Race Committee regarding changes to divisions shall be communicated as a Notice to Competitors.

8. FLEET FLAGS

8.1. The ILCA 7 flag will be a white flag with a Laser/ILCA emblem.

8.2. The ILCA 6 Open & Youth flag will be a green flag with a Laser/ILCA emblem.

8.3. The ILCA 6 Masters flag will be a light blue flag with a Laser star emblem.

8.4. The ILCA 4 flag will be a yellow flag with a 4.7/ILCA emblem.

9. RACING AREA

The racing area will be the waters of Sydney Harbour in the vicinity of DBSC.

10. AREAS THAT ARE OBSTRUCTIONS

While racing, the area between any registered moorings and the adjacent shoreline shall be considered PROHIBITED WATER, and therefore an obstruction.

11. COURSES

See Attachment A.

12. MARKS

12.1. Marks 1, 2 and 3 will be an orange inflatable conical mark.

12.2. The Start Mark will be a smaller orange inflatable conical mark.

12.3. The Finish Mark will be a smaller orange inflatable conical mark with a blue wrap.

13. THE START

13.1. The order of starts for Race 1 will be the ILCA 4 fleet (if sailing as a separate fleet as per Instruction 7.4), followed by the ILCA 6 Open and Youth fleet, followed by the ILCA 6 Masters fleet and followed by the ILCA 7 fleet. This may be amended for subsequent races by the Race Officer.

13.2. Succeeding fleets may be started any time after the preceding fleet.

13.3. The starting line will be between the flag mast displaying an orange flag on the race committee boat at the starboard end and the port end Start Mark.

13.4. Boats who's Warning Signal has not been made shall avoid the starting area and all boats who's Warning Signal has been made.

13.5. A boat starting later than four minutes after her starting signal will be scored "Did Not Start". This amends rule A4.1.

13.6. Use of engines by a race committee boat to hold position shall not be an improper action of the race committee. Any effects will not be grounds for granting redress. This alters Rule 60.1(b) and 62.

14. CHANGE THE NEXT LEG OF THE COURSE

14.1. To change the next leg of the course the Race Committee shall move the original mark (or move the Finish Line) to the new position

15. FINISH

The Finish Line will be between a blue flag on the finish boat and the finish mark.

16. RETIREMENT

16.1. A competitor who retires from a race, either before or after finishing, shall:

a. notify the Race Committee aboard the race committee boat; and

b. sign off before the end of Protest Time.

17. TIME LIMIT

17.1. The time limit for the first boat to complete the course and finish correctly in each fleet will be 90 minutes.

17.2. Boats failing to finish within 15 minutes after the first boat of the same fleet sails the course and finishes will be scored Did Not Finish without a hearing. This changes Rules 35, A4 and A5.

17.3. If no boat has rounded the first mark within 30 minutes from the start the race will be abandoned.

18. ARBITRATION

RRS Appendix T shall apply.

19. PROTESTS AND REQUEST FOR REDRESS

19.1. Protests shall be written on forms available from the race office. Protests shall be delivered there within the protest time limit.

19.2. The protest time limit is 60 minutes after the last boat has finished the last race of the day.

19.3. Notices will be posted within 15 minutes of the protest time limit to inform competitors of the hearings in which they are parties or named as witnesses. Hearings will be held in the protest room

located in the clubhouse. The Protest Committee will hear protests in approximately the order of receipt and as soon as possible.

19.4. Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under Rule 61.1(b).

19.5. For the purpose of Rule 64.3(b) the 'authority responsible' is the measurer appointed by the Organising Authority.

19.6. Breaches of Instructions 21, 23, 24 and 25 will not be grounds for a protest by a boat. This changes Rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

19.7. Rule 66 is amended by adding this sentence: On the last day of racing, a party to the hearing may ask for a reopening no later than 30 minutes after being informed of the decision.

19.8. On the last scheduled day of racing a request for redress based on a Protest Committee decision shall be delivered not later than 30 minutes after the decision was posted. This changes Rule 62.2.

20. SCORING

20.1. Six races are scheduled, of which three completed races are required to constitute a series.

20.2. When four or more races are completed, the worst will be discarded.

20.3. All age and gender divisions will be awarded based on the ranking of competitors in the overall results.

21. SAFETY REGULATION, SIGNING ON AND SIGNING OFF

21.1. Competitors shall sign on each day and sign off before the end of protest time.

21.2. Sign on and off will be online via URL https://tinyurl.com/lasersignonoff. This can be access by clicking the link or scanning the Quick Response (QR) Code below.

21.3. Competitors can use a PC provided for the purpose at the sailing office at DBSC to access the sign on/off link. The on-line sign on/off is also accessible from the Australian ILCA App.

Figure 1 - QR Code Sign On / Off

21.4. Boats failing to comply with Instruction 20.1 shall receive a five point penalty (but no boat is to be scored worse than DSQ) in the race held closest to the indiscretion without a hearing. This changes Appendix A4.2.

22. REPLACEMENT OF EQUIPMENT

Substitution of damaged or lost spars, boards, sail, or hull will not be permitted unless approved by the Race Committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity.

23. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the ILCA Class Rules and Australian Sailing Special Regulations, Part 2 Off the Beach Boats.

24. SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay 100 metres outside areas where boats are racing from the time of the preparatory signal until all boats have finished or retired or the Race Committee signals a postponement, general recall, or abandonment, unless exception is granted by express authority from the Race Committee.

25. RUBBISH DISPOSAL

No rubbish is to be dumped into the water. All rubbish is to be handed to official boats or taken ashore.

26. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

27. PRIZES

27.1. Prizes will be awarded for fleet and age division categories at the discretion of the Organising Authority.

28. HARBOUR SAFETY

28.1 Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries flying the orange diamond priority over sail.

28.2 Competitors shall not interfere with inbound or outbound shipping.

28.3 To comply with Instructions 27.1 and 27.2, competitors shall keep 200m clear ahead and 30m from the sides and stern of ferries and naval shipping navigating the port, and 500m clear ahead and 30 m from the sides of commercial shipping. An RMS Maritime or Sydney Harbour Ports vessel may escort a vessel from a position ahead of the vessel. A diagram illustrating this exclusion zone is at Attachment B to these Sailing Instructions.

28.4. Attachment C to these Sailing Instruction details safety in connection with seaplane traffic on Sydney Harbour.

28.5. Competitors shall not loiter in the Eastern or Western navigation channels, the regular ferry lanes in particular the Double Ferry operating channel, nor near heavy traffic areas such as Steele Point, Chowder Head and Georges Head whilst not racing.

28.6. Competitors shall not approach within 50 metres of Naval property, such as Chowder Bay wharf.

28.7. Attention is drawn to Fundamental Rule 1.2.

29. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk, See RRS Rule 3, decision to race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Attention is drawn to Clause 15 of the Notice of Race.

30 INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of AUS $10,000,000. Signing the entry and declaration form confirms currency of this insurance.

Attachment A

2026-27 NSW & ACT ILCA 4, 6 & 7 Open Youth and Masters State Championships Sailing Instructions

INSTRUCTION 11 COURSES

11.1 The Course Designator (as described in Table 1 below) shall be displayed on a board on the stern of the start boat, before or with the Warning Signal.

Course Designator	Course Description
2	Start – 1 – 2 – 3 – 1 – 3 – Finish
3	Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – Finish

Table 1 – Course Designators and Course Descriptions

11.2 All marks shall be rounded to port.

11.3 The target course time is 40 minutes.

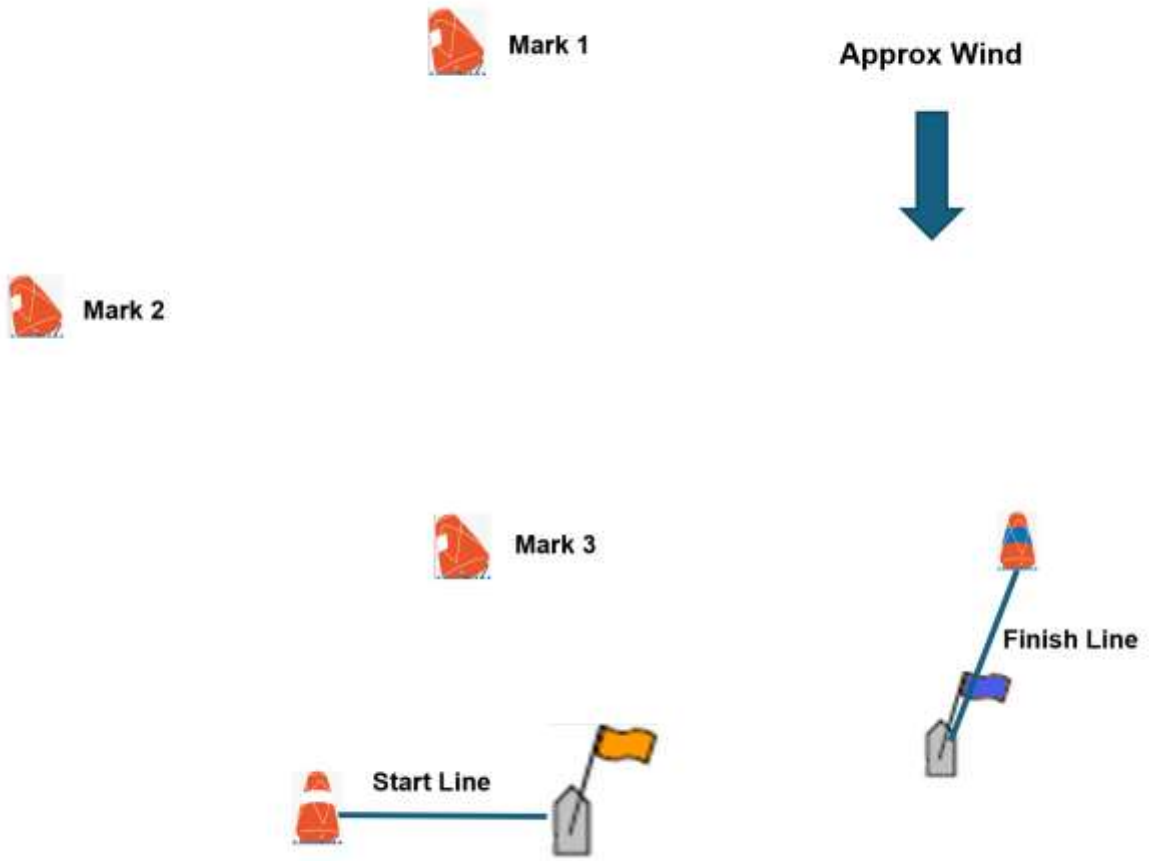


Illustration 1. Indicative Course Layout

Attachment B

RMS Maritime - Yacht Person's Brief

1. Be Safe!

2. Observe NSW Collision regulations and in particular Rule 1 (b) and Rule 2(a) (b) ie:

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. In complying with these Rules due regard shall be had to all dangers if navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.
What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.
Local Rules require sail craft to keep out of the way of ferries, Naval vessels, Sea-going ships and Oil tankers. Pass the ferries clear at least 200m from the bow and 30 m either side and astern.

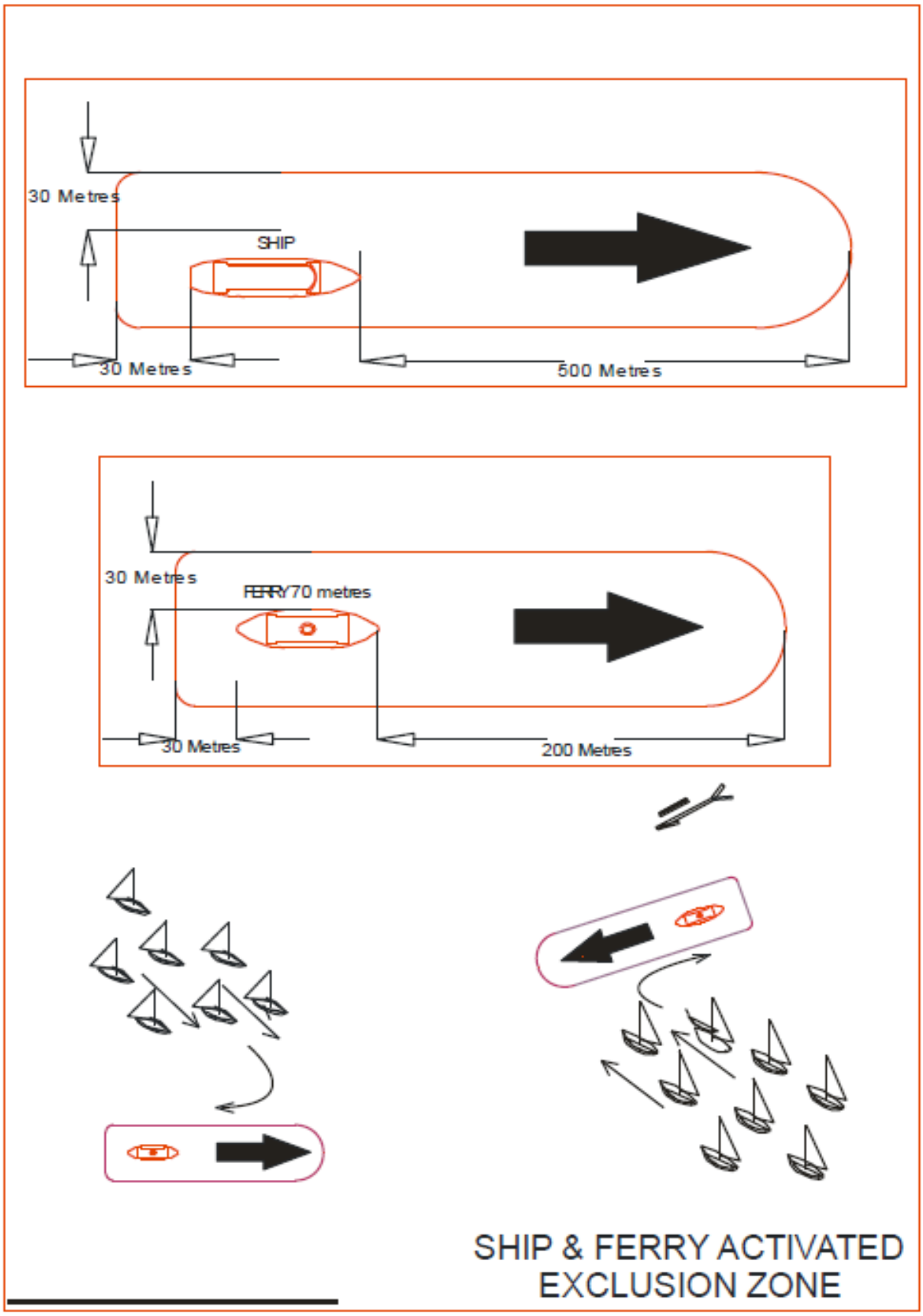
3. Seagoing Ships

All craft are to keep 500m clear ahead and 30m clear of each side and stern of seagoing ships. In Sydney Harbour and Botany Bay, seagoing ships over 100m length are escorted by a Sydney Ports' vessel, orange hull and yellow superstructure with flashing red and blue lights. Craft are not to pass between the escort vessel and the seagoing ship under escort.
Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun ensure you remain within sight of the Master / Officer of the Watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 500m from the bows of very large ships.

4. Shipping Sound Signal Meanings:

One prolonged blast – I am approaching a bend or obscured area (blind spot).
One short blast – I am altering course to starboard (right).
Two short blasts – I am altering course to port (left).
Three short blasts – I am operating engines astern (stopping).
Five (or more) short blasts - I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

When not racing keep at least 200m clear of any ferries displaying the Orange Diamond.


30 Metres
SHIP
30 Metres
500 Metres
30 Metres
FERRY70 metres
30 Metres
200 Metres
SHIP & FERRY ACTIVATED
EXCLUSION ZONE

Attachment C

SHARING THE WATER WITH SEAPLANES
MARINE SAFETY AWARENESS

In many water areas of NSW, seaplanes operate on areas of water which are also used by other marine vessels.
The purpose of this handout is to inform you, the mariner, of seaplane/floatplane practices and their interface with you and other waterway users.
Common questions asked of seaplane operators include:

- Why are seaplanes permitted in water areas with other boats?
- How does a seaplane pilot determine a takeoff or landing direction?
- Who has right of way on the water?
- Can a seaplane manoeuvre effectively on the water?
- Should a conventional (power or sail) vessel manoeuvre to avoid a seaplane?
- How can I make the seaplane pilot's operations easier?
- Where can I get more information?

PERMISSION FOR SEAPLANE OPERATIONS

Seaplanes operate in many water areas of NSW. They are permitted to operate in any area where a conventional power boat is also allowed.
Special approvals are sometimes granted to allow seaplane operations on waterways restricted only to sailcraft. They also have approval to operate at speeds in excess of the marked speed limit for some areas for the purpose of take-off and landing. Keep an eye out at boat ramps for special signs as many frequently used seaplane areas have special warning signs at adjacent boat ramps. High frequency seaplane use areas are also generally marked on Marine Navigation Charts and Maps.
High frequency use areas in the Sydney area include:
Rose Bay, Sydney Harbour Hawkesbury River
Pittwater Gosford Area
Tuggerah Lakes Lake Macquarie
Newcastle Harbour Port Stephens

TAKE OFF AND LANDING DIRECTION

Almost all aircraft are designed to operate best when taking off or landing into the wind. This is because the wind provides 'free' airspeed. The aircraft needs a certain speed to lift off and a headwind assists this process. On a similar basis aircraft generally land into the wind , as they will then touch down at a slower speed relative to the water surface, resulting in less 'impact' on landing . Most aircraft can take off or land either across the wind or even downwind, but these types of take-offs and landings are generally less common.

CAN A SEAPLANE MANOEUVRE ON THE WATER?

Seaplanes are often described as fairly poorly designed boats, however they can manoeuvre quite effectively on the water, either when taxiing slowly or planing at speed. One training exercise in a seaplane requires the pilot to turn the aircraft in circles, slowly and quickly! The aircraft achieve these turns by the use of small rudders or by the use of the aircraft's 'air' control surfaces when moving more quickly. In strong winds it is often difficult to turn the aircraft downwind, as its streamlined shape gives least resistance when pointed into the wind, hence it doesn't like turning away from a strong breeze. When this occurs the pilot will often undertake a controlled drift downwind and use the aircraft's engine to 'tack' across the breeze. One other thing worth mentioning, most seaplanes (with some exceptions) cannot go astern under power.

RIGHT OF WAY ON THE WATER

Under the marine regulations applying in NSW an aircraft taxiing on the water must give way to all other vessels. This obligation on the part of the aircraft pilot does not allow other vessels to do whatever they wish. The obligation is on the controller of any vessel to undertake avoiding action in the event of the probability of a collision. You can be sure the seaplane pilot will be attempting to avoid any other vessel, as he will generally come off second best!

SHOULD ANOTHER VESSEL MANOEUVRE TO AVOID A SEAPLANE?

As regards ‘right of way ‘rules, treat a seaplane as you would any other power boat and manoeuvre accordingly. Common sense applies in most instances. The seaplane pilot will be expecting you to act as if he were just another power boat. In most instances it will be sufficient to just continue what you were doing – so long as this wasn’t going to bring you into an imminent collision situation.

HOW CAN I HELP?

The most difficult situation for any vessel Captain is when another vessel is being operated unpredictably. Try to avoid sudden changes of direction, particularly when operating at speed. If your vessel generates a large wake, then try to avoid crossing just ahead of a taxiing aircraft, as he is in a similar situation as a small boat and will not thank you for getting some “rock and roll”.

WHERE CAN I GET MORE INFORMATION?

If a seaplane is moored nearby, ask the pilot or you may contact any seaplane operator.
Commercial Seaplane Operators in Sydney are:

Sydney Seaplanes Pty Ltd Phone - 02 9388 1978

Sydney By Seaplane Phone - 02 9974 1455