



Rules in the River - what *really* matters

WEB VERSION OF THE RULES NIGHT PRESENTATION – OCT 21, 2025

For any questions or comments please contact Ken Gibson at

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RULES:

***Sailing
in
THIS....***



Here at GFS, we have some distinctive sailing conditions:

- A large, diverse fleet – often >60 boats
- 7 divisions, each starting 5 minutes apart
- Sailing in a tidal river surrounded by hills that can make conditions gusty
- Several ‘hotspots’ during the race – such as when the fleet converge in Humbug on the way to the finish

We want our sailing to be fun, safe and accessible to as many people as possible

***whilst
avoiding
THIS:***



Which means avoiding THIS

As of the end of 2025, we have had 10 incident reports filed after 11 races – nearly 1 incident per race. They have included a head injury from an accidental gybe which resulted in a hospital visit (thankfully with a quick recovery), a person overboard, several collisions and many more ‘near misses’.

**Or
THIS....**



And THIS – no road rage, please!

Racing Rules - the basics....

PART 1: Fundamental Rules (Rules 1-6)

PART 2: When Boats Meet (Rules 10-23)

PART 3: Conduct of a Race

PART 4: Other Racing Requirements

PART 5: Protests, Redress, Hearings, Misconduct and Appeals

PART 6: Entry and Qualification

PART 7: Event Organisation

Appendix A-T

- The Racing Rules Book can be daunting at first glance: 168 pages; lots of definitions.
- For those of you who've never delved into it, let me break it down for you
 1. The book starts with Definitions, and then is broken into 7 Parts plus 20 Appendices
 2. For our purposes, we are going to focus only on Part 1 & 2 – which is really you need to know to race Twilights

The Basics....

PART 1: Fundamental Rules (1-6)

PART 2: When Boats Meet (10-23)

PART 3: Conduct of a Race

PART 4: Other Racing Requirements (parts 5-7, Appendix A-T)

1.1 Helping those in Danger

1.2 Life Saving Equipment & PFDs

2. Fair Sailing

3. Decision to Race

4. Acceptance of the Rules

- 5. Rules governing organising authorities
- 6. Comply with World Sailing Regulations

- PART 1 has only 6 rules, of which 4 are relevant for us here:

1.1 Help those in Danger “a boat, competitor or support person shall give **all possible help to any person or vessel in danger**”

1.2 Carry adequate life-saving equipment for all persons on board, including one item ready for immediate use. Each competitor is individually responsible for wearing a PDF adequate for the conditions

2 Sportsmanship and Fair Play: “an action by a competitor that directly affects the fairness of the competition or failing to take an appropriate penalty when the competitor is aware of breaking a rule, should be considered under rule 2. “

3 Decision to Race Alone is yours – self explanatory

4 Sail by the Rules: Agree that: (1) be *governed* by the rules; (2) accept the penalties, subject to the appeal and review of them; (3) do not resort to any court of law or tribunal not provided for in the rules

The Basics....

PART 1: Fundamental Rules (1-6)

PART 2: When Boats Meet (10-23)

PART 3: Conduct of a Race

PART 4: Other Racing Requirements (parts 5-7, Appendix A-T)

Sect. A: Right of Way

- 10. Port-Starboard
- 11. Windward-leeward
- 12. Same tack, no overlap
- 13. Whilst tacking, keep clear

Sect. B: General Limitations

- 14: Avoid Contact
- 15: Acquiring ROW – give room for other to keep clear
- 16: Changing Course
- 17: Not sailing above your proper course after getting an overlap

Sect. C: Marks, Obstructions

- 18: Marks (we don't have any!)
- 19: Obstructions
- 20: "Room to tack" at an obstruction **CHANGED!**

Sect. D: Other

PART 2 Covers the right-of-way rules and other rules relating to when boats meet.

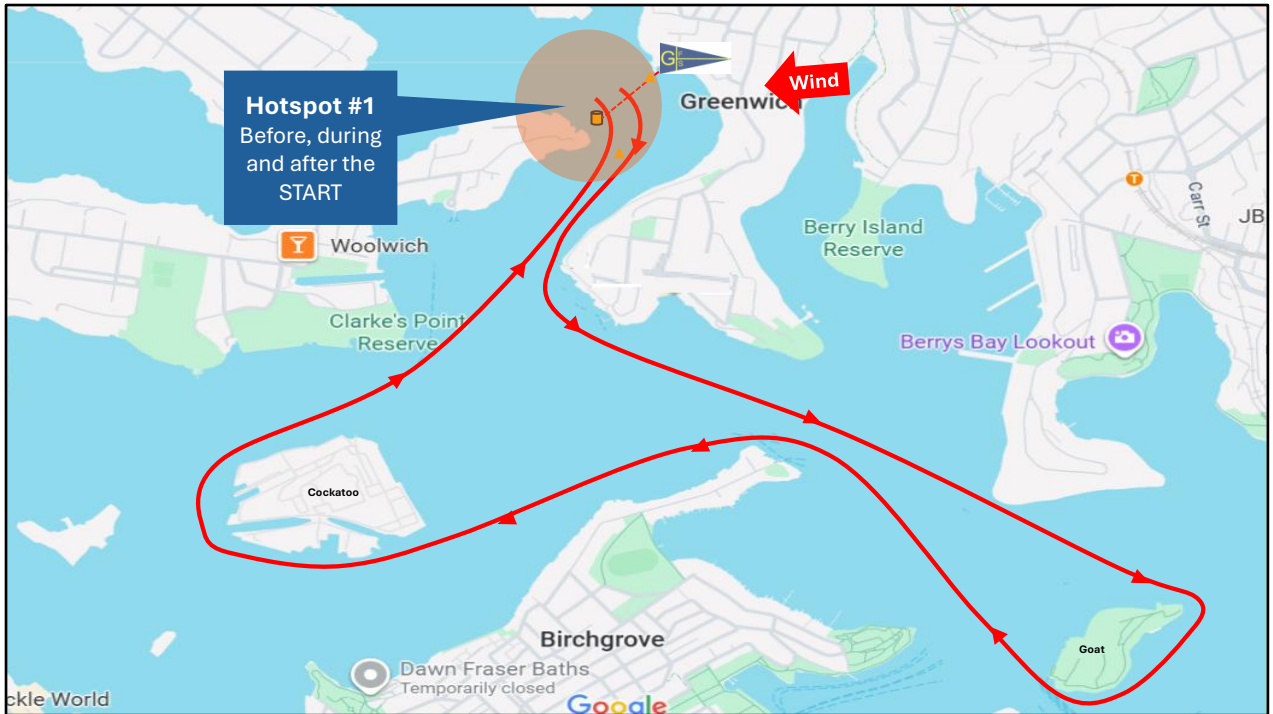
- Most of you will be aware of the 4 core right of way rules: Port gives way to Starboard; Windward gives way to Leeward; A boat Clear Astern gives way to a boat Clear Ahead; and, Whilst Tacking a boat keeps clear of other boats.
- Section B then places some limitations on the 4 Right of Way Rules. We will go into many of these during this presentation. The general idea is that when a boat that acquires or already has right-of-way that boat needs to give other boats *room to keep clear*.
- Section C is about Marks and Obstructions. During Twilights, nearly everything we need to go around is defined as an 'OBSTRUCTION', so we need to know these rules. In fact, the only normal Mark we have is the buoy at the finish. Again, we will go through these rules during this presentation.



So now, lets put it into practice:

Let's 'sail around' together and look for 'HOTSPOTS' - places where the risk of an incident is higher.

Here is a stereo-typical race: The wind is from the east and course is: Start at the Clubhouse; Goat to Starboard; Cockatoo to Starboard; Finish at the Clubhouse



The first area that is fraught with risk and tension is the Start area

Sailing Instruction SI 11 h

No loading/ unloading at club pontoon whilst ferry is at the vicinity of the wharf

COLREGS:
Give the ferry
room to manoeuvre

Clearance
Mark

Ferry timetable:

Time	Direction
17:13	East
17:18	West
17:42	East
17:48	West
18:18	East
18:43	East
18:53	West
19:14	East
19:18	West

Before we go racing, a quick word on the Ferry Wharf.

Between 5pm and 6pm, 4 ferries stop at Greenwich Wharf – peak time for GFS yachts picking up crews and dinghies.

Although the Captain Cook ferries do not carry a red diamond, as a ferry approaches the wharf, she is ‘restricted in her ability to manoeuvre’ which means sailing boats must give the ferry right of way.

In any case, to avoid the risk of collision and to enable the ferries to operate efficiently, we have a responsibility to be seaman-like and courteous.

Accordingly, we have clarified our policy with a club rule. Loading and unloading should be suspended at the club pontoon from when the ferry arrives at the wharf until it departs.



Our starts are particularly chaotic:

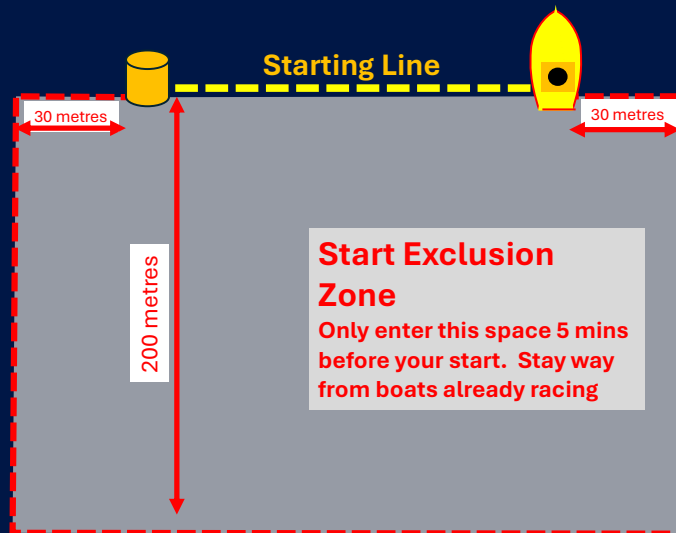
- We start 60-70 boats in 7 divisions over 40 minutes
- We have a wide variety of boats – in size, speed and manoeuvrability
- The sailing area around the start line is tight and includes obstacles like moorings and the ferry arriving at Northwood Wharf

It is critical that all boats remain outside the 'start box' until 5 minutes before their start. The start box is an are bounded by 3 lines:

- A line between the clearance buoy on the start line and Northwood Wharf
- A line between Northwood wharf and the Northwestern corner of Onion's Point
- A line from the starting mark running west that sits just outside the moorings off Onions Point

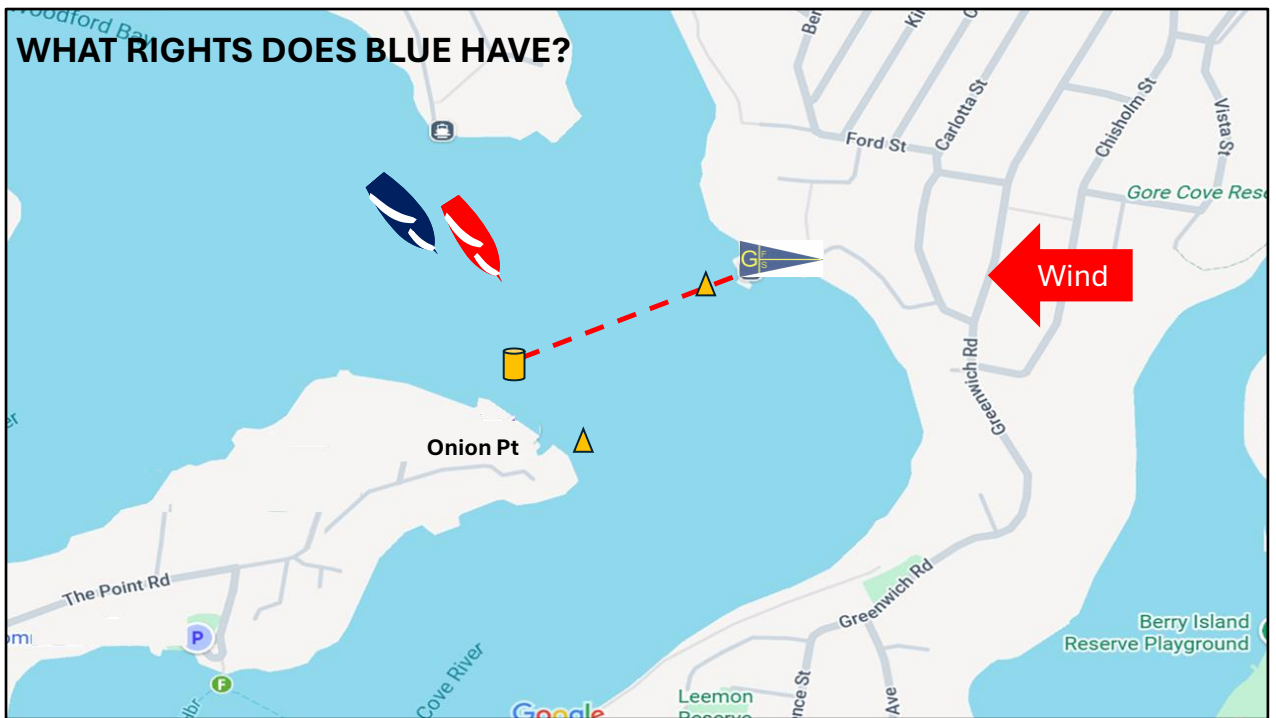
Finally, please give priority to boats from the previous start who have not yet crossed the line.

OUTSIDE START EXCLUSION ZONE - SI 8vii



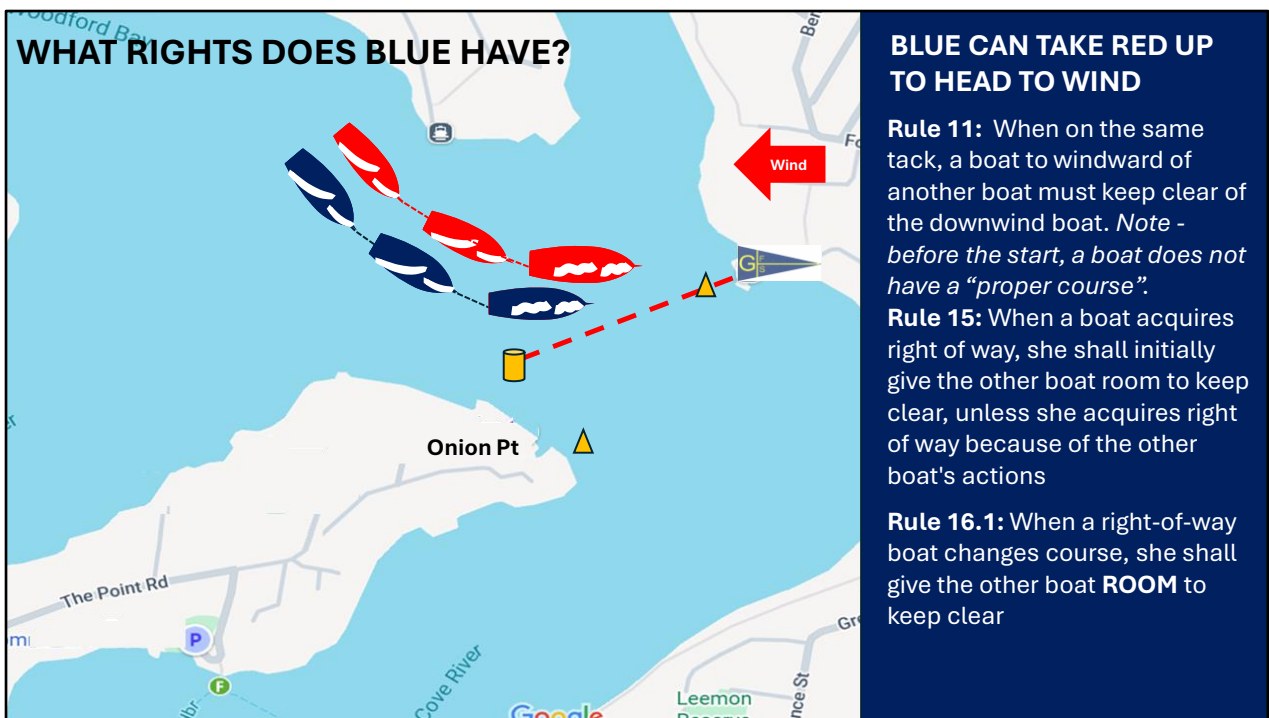
For OUTSIDE starts this season, you will already have seen we are setting the starting line further away from Cockatoo Island, so that there is more room for a Starting Box. The dimensions extend:

- 30m either side of the starting line
- 200m back from the starting line



Now – lets get into the actual start sequence.

In an Easterly, boats will mostly approach the starting line on port tack. In this situation, what rights does Blue have?



The key thing to note here is that **BEFORE THE START, THERE IS NO 'PROPER COURSE'.**

This means that BLUE can luff RED up beyond close hauled, indeed all the way until she is head-to-wind.

HOWEVER, at the time that BLUE first establishes an overlap, she must give RED *room to keep clear* (Rule 15).

ALSO, if BLUE does choose to push RED into the wind, she must give RED *room to keep clear* (Rule 16.1)



Here is another common scenario – there are a bunch of boats ahead on the starting line, and BLUE comes in behind at a rate of knots.

What rights does BLUE have?

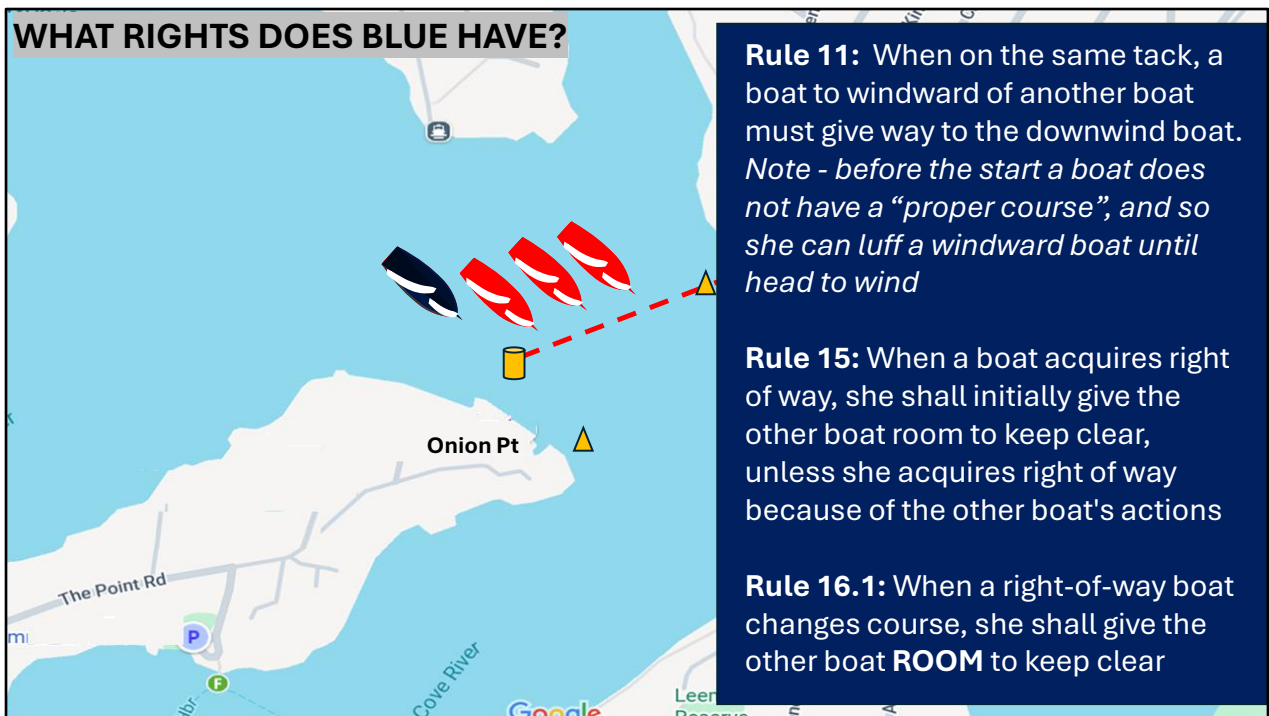
Well, before BLUE establishes an overlap, BLUE has NO rights – RULE 12: “***When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead***”



What about now?

BLUE has ducked to leeward of all the RED boats and now has established an overlap.

What rights does BLUE have now?



BLUE does now have rights – the boat to windward needs to keep clear, and in turn, each of the RED boats to windward need to keep clear of the boat to leeward.

However, there are Section B **General Limitation Rules at play – in this case RULE 15 and RULE 16.1**

In practice, this means BLUE might NOT be able to demand that red moves to windward – it might simply be infeasible for other boats to each turn right in time for BLUE to get room. Note, however, that windwards boats obligation is to require the next boat in the line to keep clear – it must be attempted, even if not feasible

This is where we need to remember the spirit of racing at GFS. Our goal is to make sailing fun, safe and accessible to all – that means we need to practice good seamanship and avoid situations that are likely to risk either damage or road rage...



So far, we have looked at the start line when everyone is on Port Tack – common in Humbug. But what about a club start in a Southerly, or perhaps an Outside Start?

We want to avoid THIS!

OUTSIDE START SCENARIO



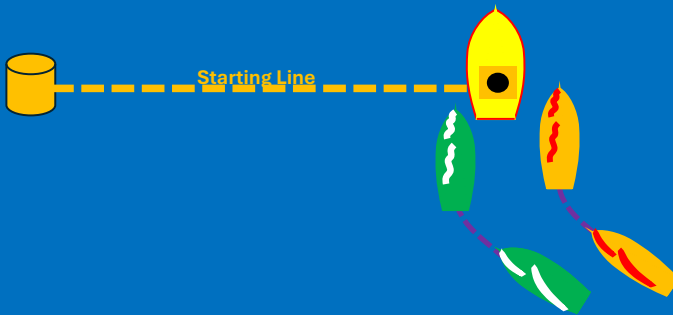
Let's imagine an outside start.

Who has right of way here – green or yellow?

What can GREEN do?

What can YELLOW do?

OUTSIDE START SCENARIO

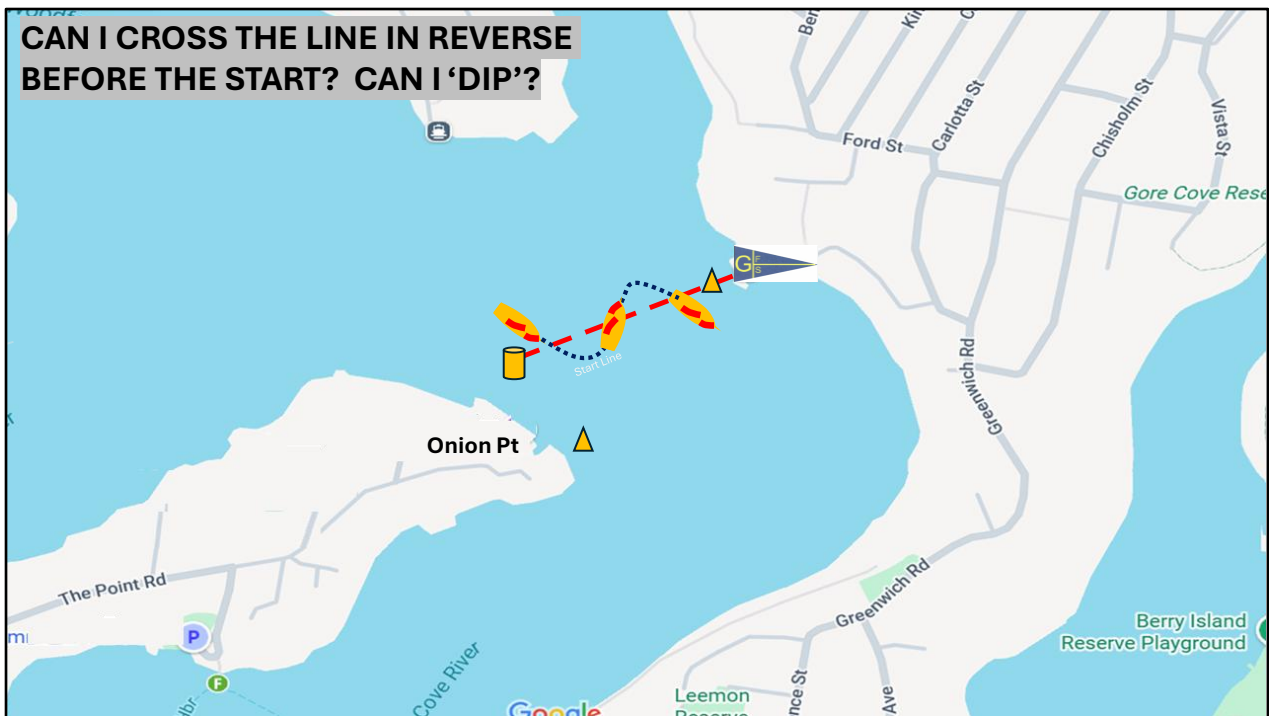


Section C rules (buoy room, obstructions) do not apply at a starting mark surrounded by navigable water.....

WHAT DOES APPLY?
Windward boat must keep clear

YELLOW has no rights here. She cannot wedge her way in. GREEN is within her rights to luff so that YELLOW is forced the wrong side of the start boat.

The start mark or boat is not a Buoy or an Obstruction. Before the start, there is no proper course.

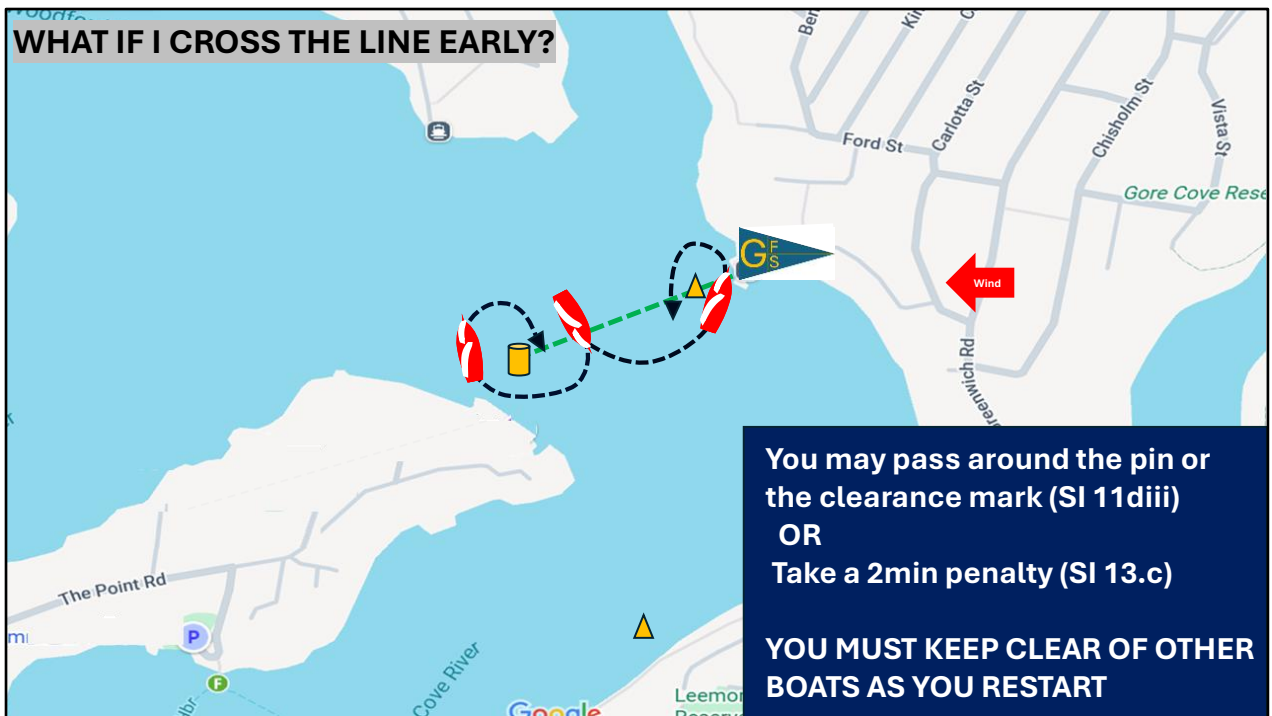


Imagine that you cross the line a little bit early and then try to undo your wrong by easing your way back over the line. Is this ok?



No, it is not.

Indeed, you cannot cross the line in either direction after the preparatory signal.



If you cross the line early, you must either pass around either the starting buoy or the clearance mark near the club (SI 11diii)

If the starters can see a boat crossing the line early, they will sound a single recall horn. If they can recognise the boat, they will identify the boat on VHF.

You must keep clear of all other boats whilst you are passing around the starting buoy or the clearance mark



For Club starts, the first obstacle after the start is Onion Point.

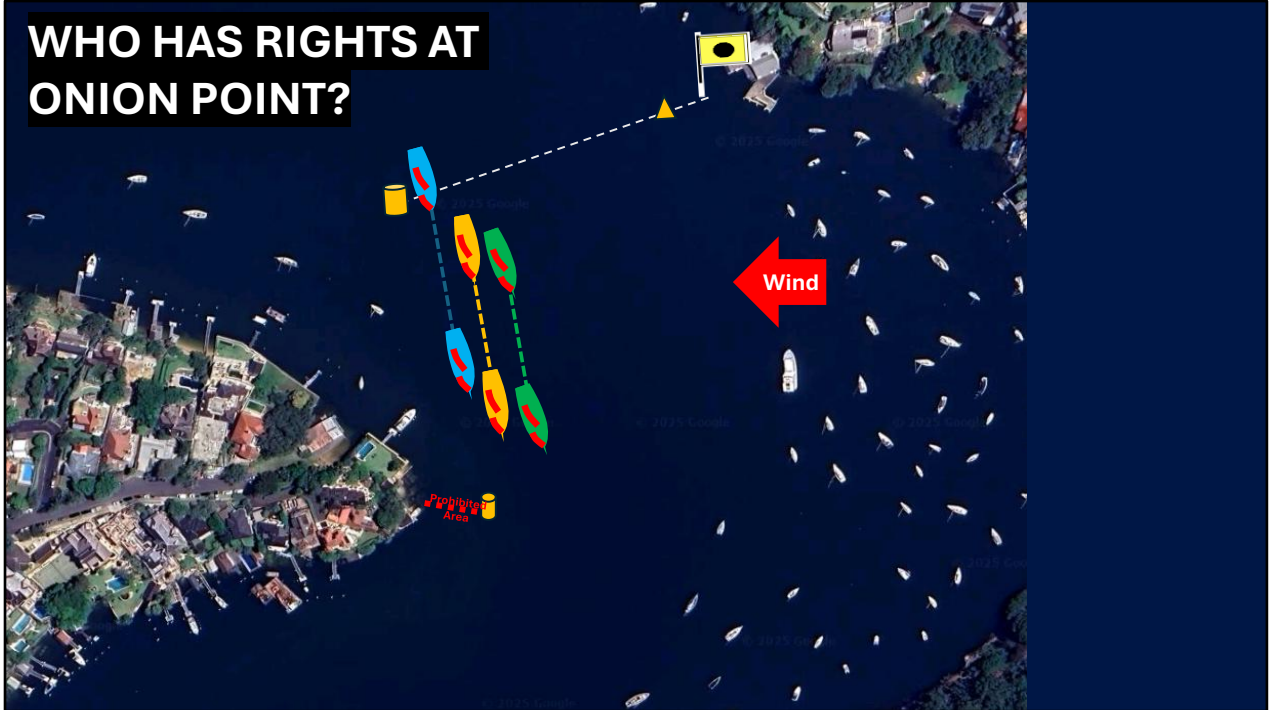


The Onion Point clearance mark is NOT a mark of the course. It is an OBSTRUCTION. Therefore, mark room rules (Rule 18) do not apply.

The area between the buoy and the shore is a PROHIBITED AREA – boats should not sail there. It can be interpreted as being like an imaginary jetty between the point and the marker.

Note that we have a similar ‘prohibited area’ between Goat Island and the Red Channel marker on the northeast corner of the island – the same rules apply there too.

WHO HAS RIGHTS AT ONION POINT?



In an easterly, it is typical that several boats will be bunched together as they approach Onion Point.

So, who has right of way? In this picture, BLUE is clear behind but then sneaks to leeward of YELLOW before they arrive at Onion Point.

Does BLUE have rights?

WHO HAS RIGHTS AT ONION POINT?

RULE 12: ..a windward boat must keep clear of a leeward boat.

RULE 15: When a boat acquires right of way, she will initially give the other boat *room to keep clear*

RULE 16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*

RULE 17: (a boat that establishes an overlap)...shall not sail above her proper course

The first rule that applies here is R11: the boat to windward must keep clear of a boat to leeward. So, if BLUE establishes an overlap, then she has a right to room – she can require YELLOW and GREEN to point up.

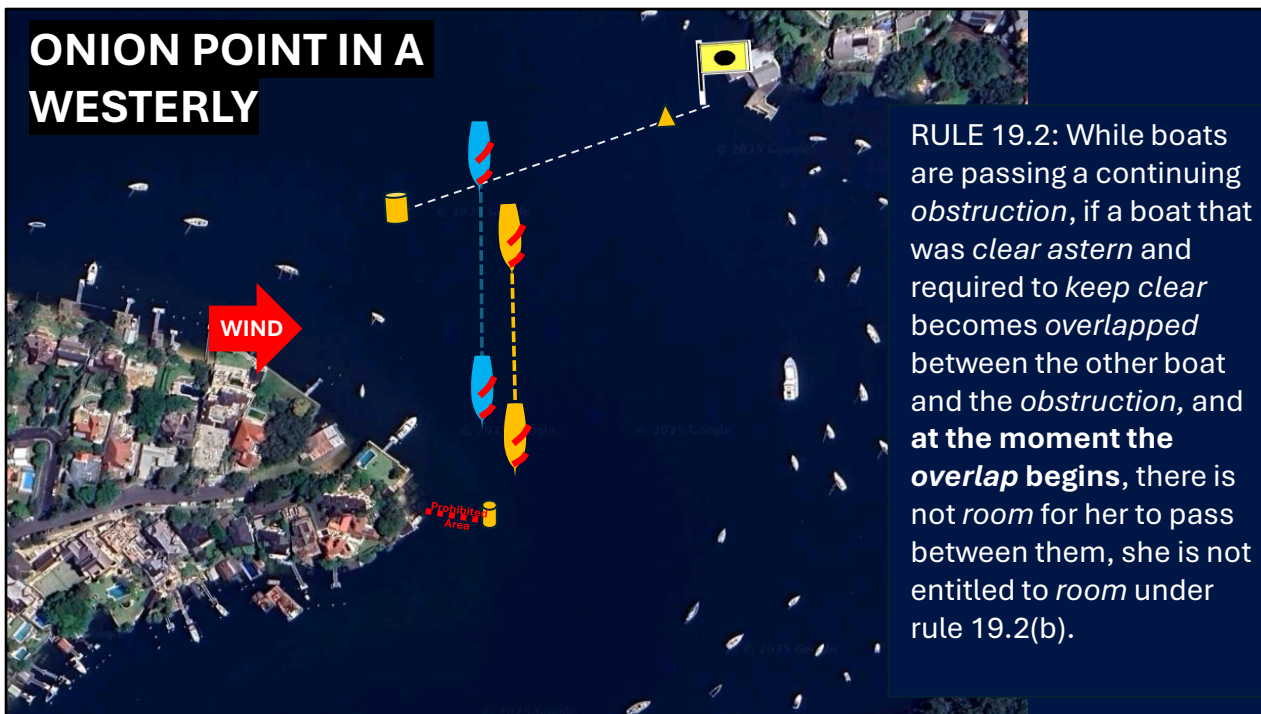
However, BLUE'S rights are limited by R15 and R16.1, that is, she must give YELLOW (and in this case GREEN as well) *room to keep clear* at the time she initially acquires right of way, and then also at the time BLUE changes course.

Also, BLUE must observe R17: she cannot sail above her proper course after establishing an overlap of a boat to windward. In this situation, this means BLUE cannot sail higher than close hauled.

In practice, this means BLUE CANNOT just sneak under yellow at the last minute and cause chaos. There needs to be plenty of room for other boats to have time and space to move out of the way, and BLUE cannot sail above close hauled.

The spirit of GFS racing is also important here. When in doubt, BLUE should anticipate a dangerous situation and instead choose to sail above YELLOW and GREEN before establishing an overlap

ONION POINT IN A WESTERLY



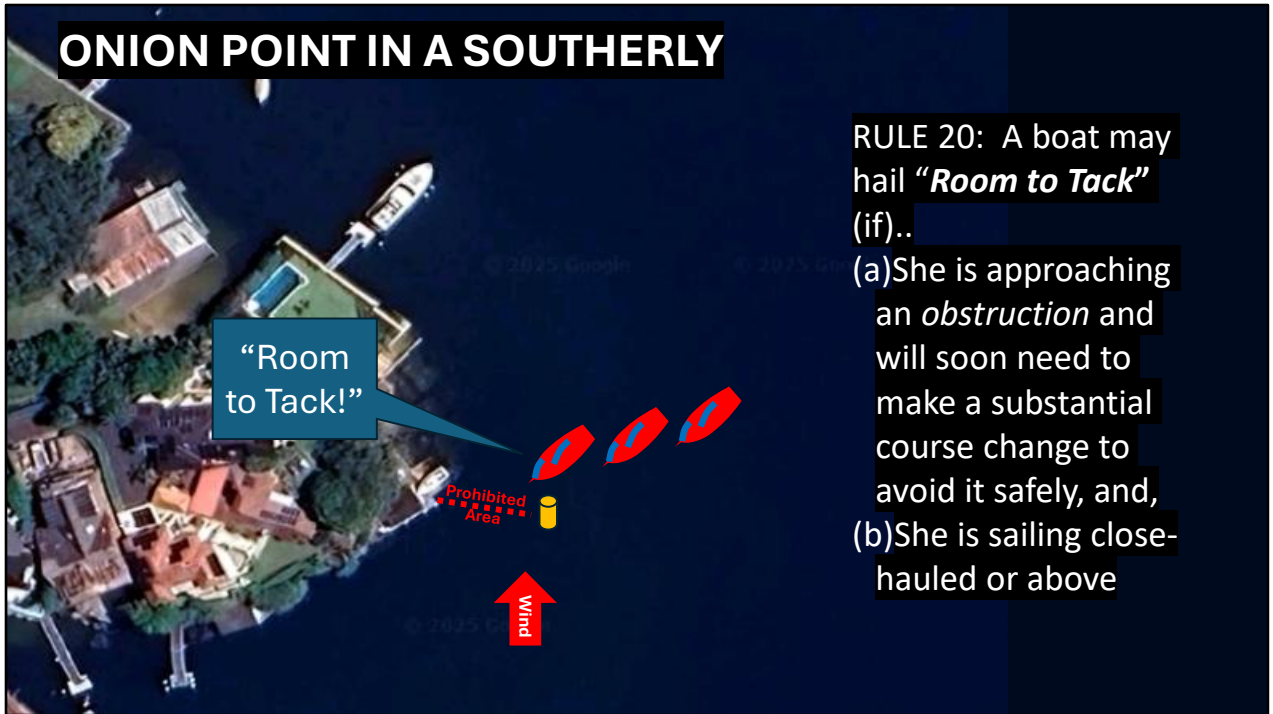
In a westerly, BLUE is now initially the overtaking boat (R12) – must keep clear; and then the windward boat (R11) – must keep clear.

Again, note that the Onion Point clearance mark is NOT a MARK. It is an obstruction. So, the buoy room provisions (i.e. establishing an overlap before the ‘zone’ of 3 boat lengths) is NOT relevant.

Instead, R19 applies: “If a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction, and **at the moment the overlap begins**, there is no room for her to pass between them, she is not entitled to room under R19.2 (b) and while the boats remain overlapped, she shall keep clear and R10 and 11 do not apply.

Again, we need to be guided by the spirit of GFS racing. When in doubt, BLUE should anticipate a dangerous situation and instead choose to sail below Yellow before establishing an overlap

YELLOW can help here by *making her intention clear* – if she wants to sail close to the mark, then she should adjust course early to indicate that – well before BLUE has an overlap.



RULE 20: A boat may hail "**Room to Tack**" (if)..

- (a)She is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and,
- (b)She is sailing close-hauled or above

What if we are in a southerly, and approaching Onion Point – in this case all on port tack?

Onion Point clearance buoy is a continuing obstruction. Imagine the line between the shore and the buoy was a long jetty. We treat it the same. So, the boat closest to the shore can hail "ROOM TO TACK" – see RULE 20.

Other boats need to respond by either:

- (1) Tacking as soon as possible, or,
- (2) Immediately replying 'YOU TACK' and then avoiding the boat that called for room to tack



Let's now move to the second 'hotspot'.

Imagine a start in lighter winds. After the start, boats sail through Humbug. A few boats get becalmed, and then the boats from the next start come through.

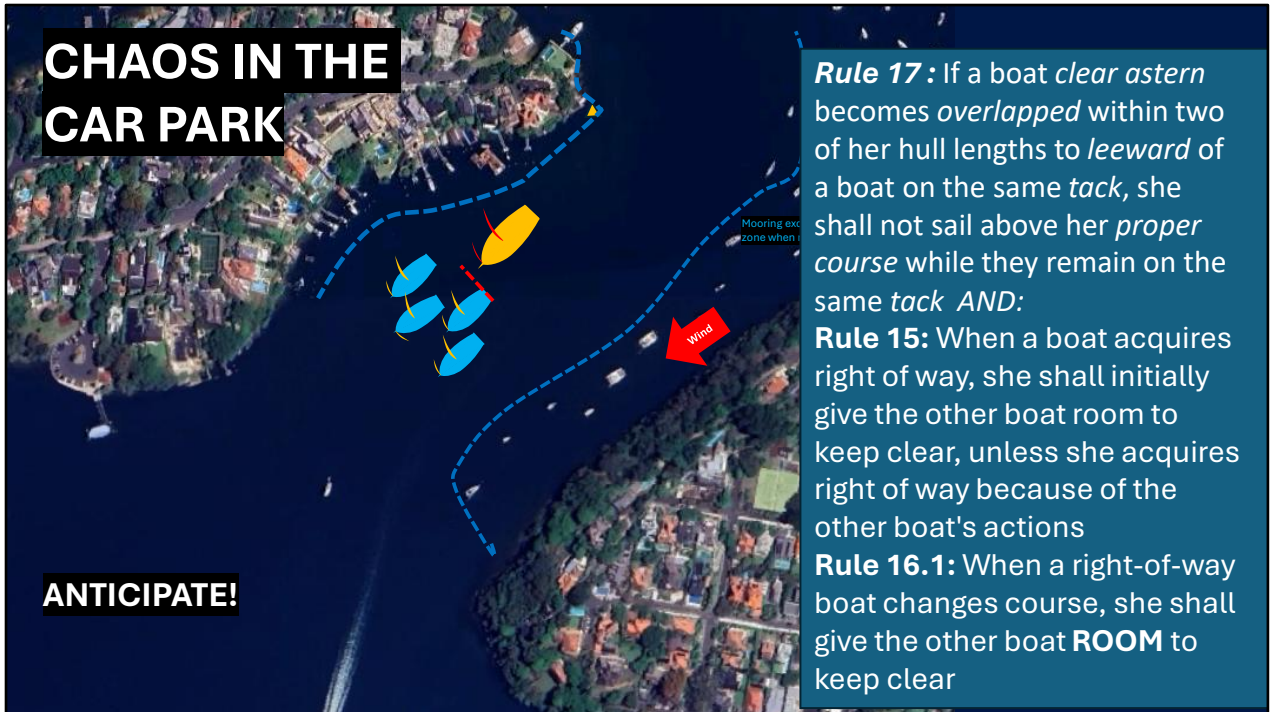


It can look like a bit of a parking lot...



So here comes the YELLOW boat, bearing down on a fleet of slower boats.

Who has rights here?



Before YELLOW has an overlap, she must keep clear.

The real question is what happens if YELLOW gains an overlap.

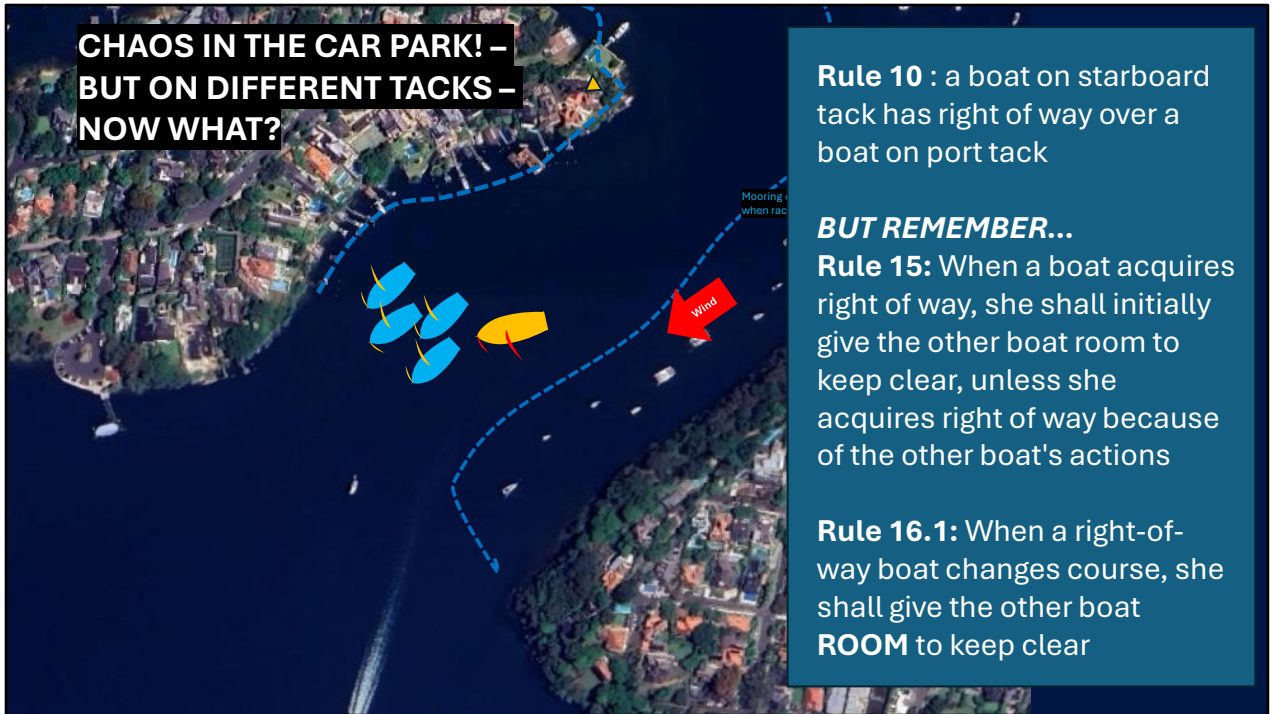
Rule 17 states that if a boat clear astern becomes overlapped within 2 of her hull lengths to leeward of a boat on the same tack, she shall not sail above her *proper course* while they remain on the same tack.

Proper Course is “a course a boat would choose in order to sail the course as quickly as possible” – it allows a lot of discretion for YELLOW.

However, YELLOW is also bound by Rules 15 and 16.1: she must give the other boat room to keep clear, both at the time she establishes the overlap and then if she changes course.

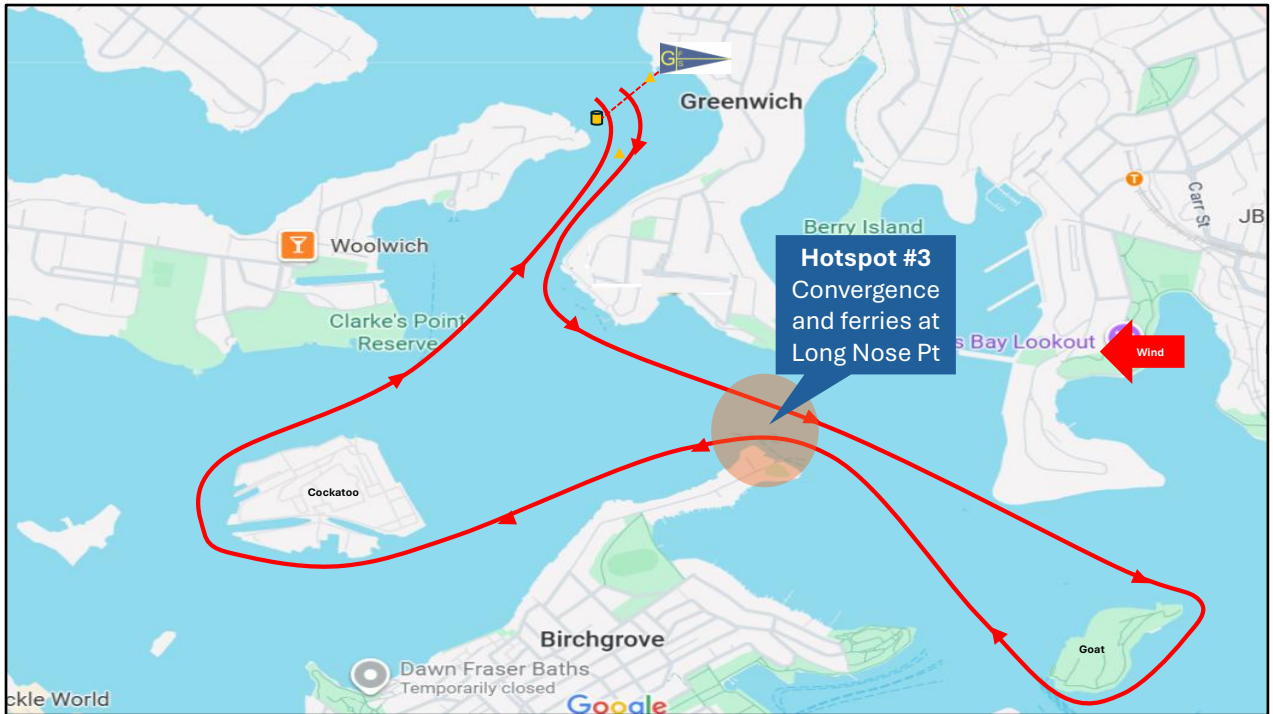


And now, what if YELLOW gybes onto Starboard?



YELLOW has right of way – the relevant rule is R10 – starboard vs port tack. Note that R12 – overtaking boat must keep clear – is NOT relevant here because it only relates to boats on the same tack.

However, again, YELLOW needs to comply with Rules 15 and 16.1 - she must give the other boat room to keep clear, both at the time she establishes the overlap and then if she changes course.



Let now move to Hotspot #3 – Long Nose Point.

LONG NOSE POINT CONVERGENCE



The area off Long Nose Point is possibly the place where serious incidents are most likely to occur during a GFS twilight race. We have an almost ‘perfect storm’ of factors at play. Take for example a stronger easterly:

- We have boats running west from Goat, often with poled out headsails
- In the other direction we have boats sailing to windward, often close to the Birchgrove shore
- We have ferries stopping at the wharf, and other commercial boats.

Last year’s fatality on Sydney Harbour was a result of two boats sailing in opposite directions, not keeping a proper lookout, and hitting each other

AVOID THE FERRY!

Orange Diamond Ferry:

- 200m from ferry bow
- 30m from side & back of ferry



First up, lets talk about Orange Diamond Ferries:

The distance you must keep from them is:

- 200 m from the bow
- 30 m from the side and back of the ferry

I think it is fair to say that many of us do not keep this distance.

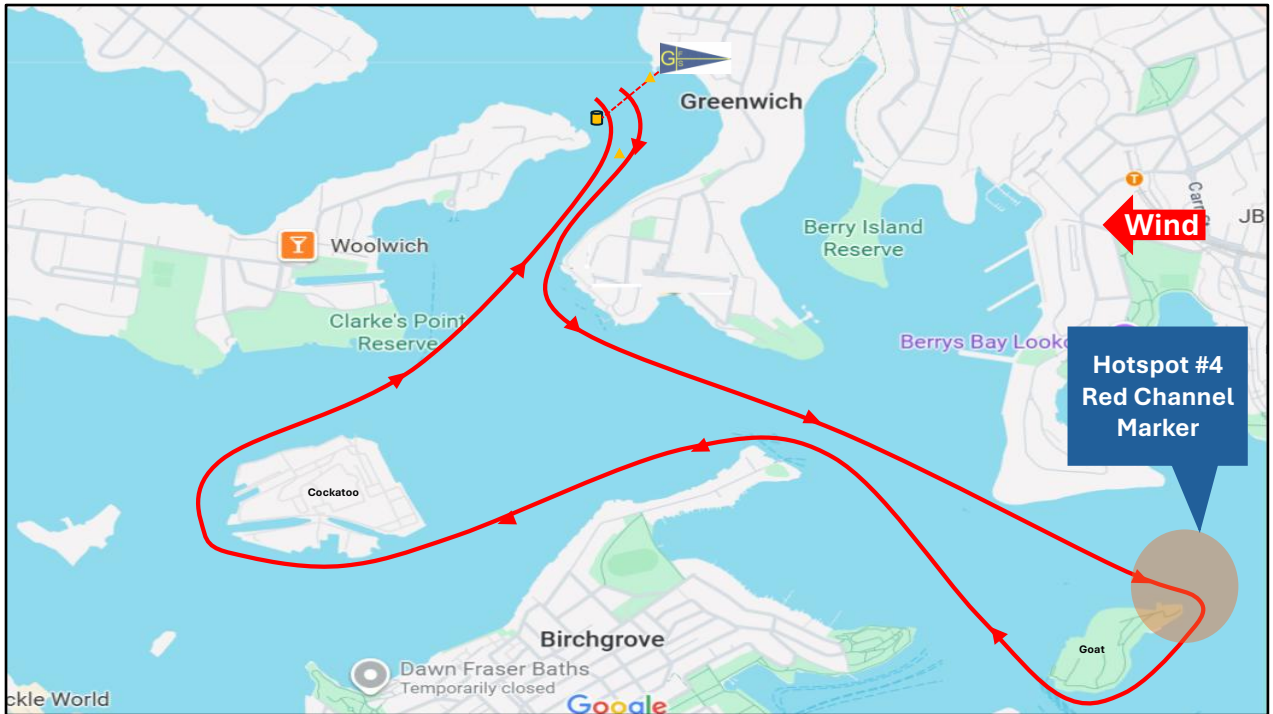


The congestion at Long Nose Point means the risk of a collision between boats going in different directions is magnified.

The rules themselves are relatively straight forward – we have Port-Starboard, Windward-Leeward and also rules relating to obstructions.

But in practice, the challenge is that we have boats going in different directions. It is particularly hazardous when boats going upwind converge with boats going downwind. Boats can heel over and round up at the last moment. It requires everyone to give more work and exercise seamanship.

It means keeping a close watch, anticipating and always giving a bit more room to reduce risk of a boat changing direction or suddenly heeling over.



Hotspot #4 in our imaginary race is the red channel marker at Goat Island.

PEAK HOUR! Ferries, fishing boats, racing tidal flows.....



Again, this is a part of the course where we can have tricky conditions:

- Fast running tide in some conditions
- Fishing boats on some days – some on anchors and others drifting near the red mark
- Commercial traffic

GOAT ISLAND RED CHANNEL MARKER IS A CONTINUING OBSTRUCTION, NOT A MARK



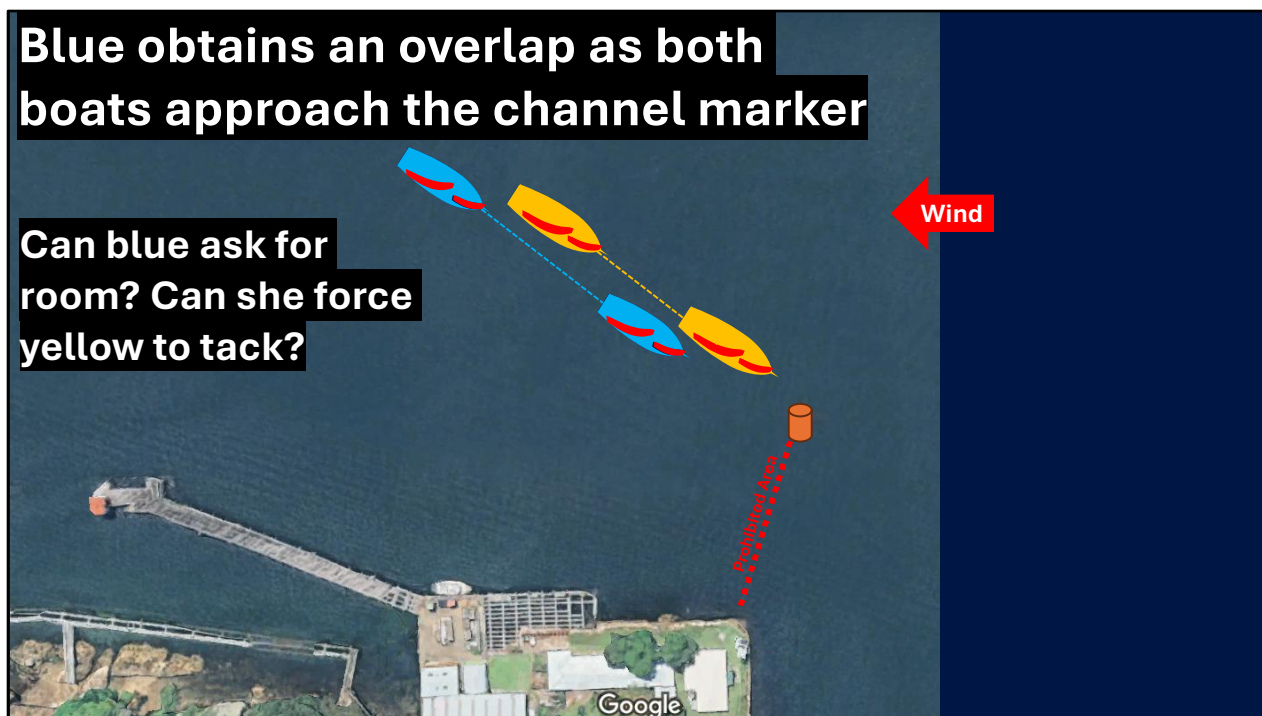
The channel marker is an obstruction, and the area between the marker and the shore is a prohibited area – so this is similar to Onion Point.

Take a look at the 2 green boats. Can the windward boat claim room at the channel marker?

As boats approach the mark, RULE 19.2 (c) applies: *if a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction, and **at the moment** the overlap begins, there is not room for her to pass between them, and she is not entitled to room*

Blue obtains an overlap as both boats approach the channel marker

Can blue ask for room? Can she force yellow to tack?



In this situation, both boats are sailing close hauled toward a continuing obstruction. You can think of the line between the shore and the Goat Island channel marker as the equivalent of a long jetty between the land and the marker.

If both boats approach this mark sailing close hauled, and BLUE is not able to clear the mark on this tack, then Blue can hail “ROOM TO TACK” – see RULE 20.

YELLOW needs to respond by either:

- (1) Tacking as soon as possible, or,
- (2) Immediately replying ‘YOU TACK’ and then avoiding the boat that called for room to tack (which looks infeasible in this picture)

Of course, if YELLOW and BLUE are not sailing close hauled, then BLUE, as the leeward boat, can push YELLOW up (providing BLUE is sailing her ‘proper course’. However, Blue’s rights are limited by R15 and R16.1, that is, she must give YELLOW *room to keep clear* at the

time she initially acquires right of way, and then also at the time BLUE changes course.



Hotspot #5 is the south side of Cockatoo.

In our scenario, in an easterly, all the boats coming from Goat Island will have the wind behind them. Often the boats behind catch up, and then there can be a group of boats all trying to round Goat Island together.

As they say in SailGP, there is sometimes 'industrial-strength language' as boats jostle and try to get an inside track as they turn right around the island.



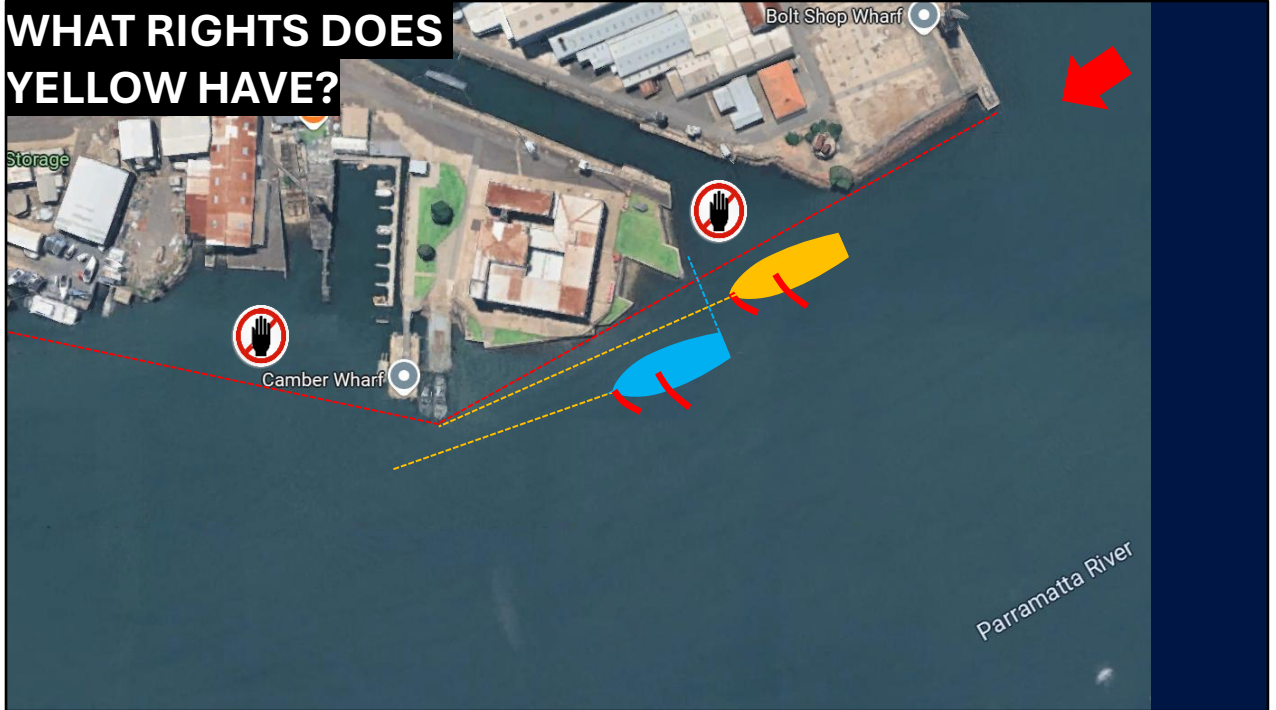
To make things a bit easier, we have a new sailing instruction this season – SI 25 n (x).

The Instruction prohibits boats from going into the area of water illustrated here – basically you need to keep outside a line between Destroyer Wharf on the East, Camber Wharf in the middle and Sunderland Dock – or any boat moored on that Dock – in the West. This is similar in concept to the idea that boats can't sail between moorings.

What this does is prevent boats from 'ducking inside' another boat in that area.

That new line at the edge of the Exclusion Zone describes the edge of a 'continuing obstruction' – our old friend.

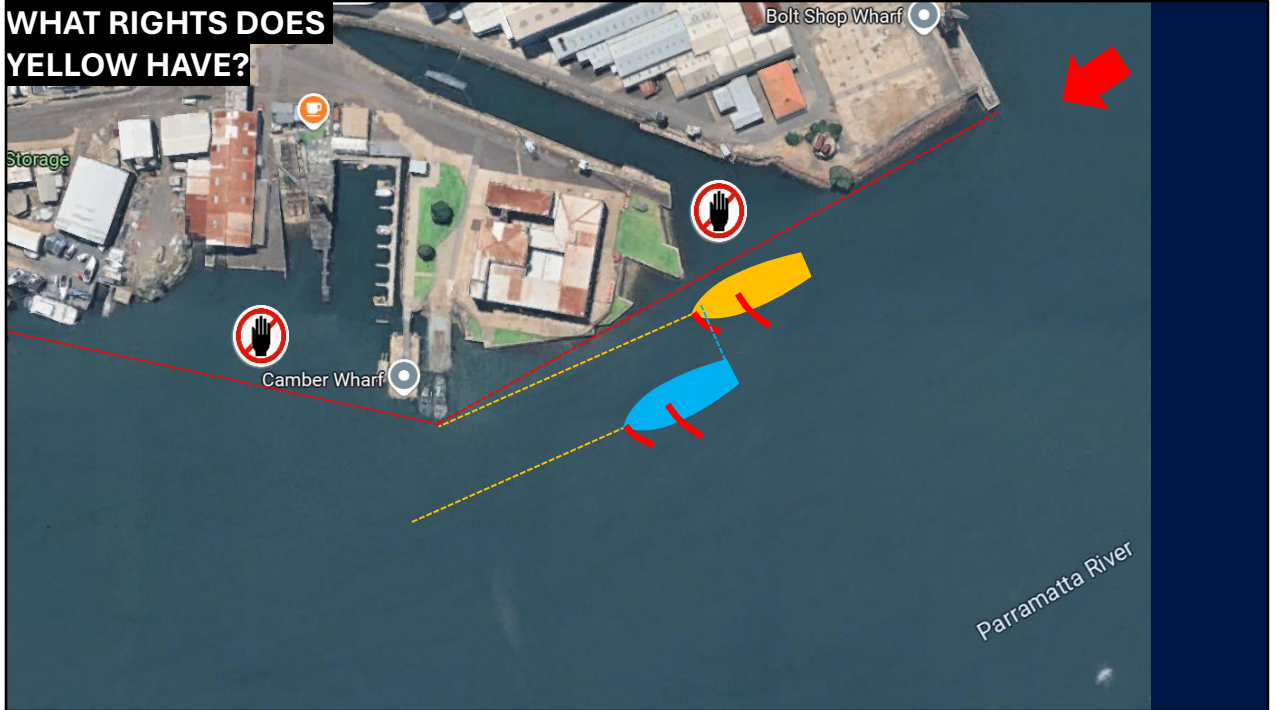
WHAT RIGHTS DOES YELLOW HAVE?



Here is a fairly common situation where two boats are converging on Camber Wharf.

Whilst YELLOW does not have an overlap, she has no rights and must keep clear of BLUE

WHAT RIGHTS DOES
YELLOW HAVE?



YELLOW now has an overlap. Rule 19.2 applies:

If a boat clear astern and required to stay clear becomes overlapped between the other boat and an obstruction AND AT THE MOMENT THE OVERLAP BEGINS there is no room for her to pass between them, then she is NOT entitled to room.

In this picture, it looks as if BLUE has left room for YELLOW to pass. So, once Yellow has an overlap, Blue must keep clear.

WHAT RIGHTS DOES YELLOW HAVE?



But what if BLUE turns towards Camber Wharf, effectively trying to 'close the door' before YELLOW gains an overlap?

This is where rule 19.2 is challenging to apply. If there is plenty of water between BLUE and YELLOW at the time she turns, a strict interpretation of the rules might say that BLUE needs to keep clear. However, if there is not sufficient room **'at the moment'** that YELLOW establishes an overlap, then she does not have right of way, and should not have gone inside BLUE.

We need to be practical here. We are racing a wide range of yachts with different ability to manoeuvre.

WHAT RIGHTS DOES YELLOW HAVE?



Scenario: This time YELLOW is on starboard tack, and BLUE is on port tack. Again, YELLOW is running faster than BLUE, and sneaks inside. Does YELLOW have rights (R10 Starboard vs Port) or does BLUE have rights (R12 - overtaking boat keep clear)?

Answer: YELLOW HAS RIGHT OF WAY. R12 does not apply here, because it only applies to boats on the same tack. R10 applies – BLUE must give way to YELLOW because YELLOW is on starboard tack and BLUE is on port.

Moreover, BLUE, as port tack boat, must anticipate the faster moving black boat that is on starboard, just as you do when boats are sailing upwind.

However, YELLOW is bound by R16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear.



Our next hotspot is Humbug, returning to the finish.

If the Course Setter has done a good job, then it is likely that a lot of boats from different divisions will converge here. In a North Easterly, the wind can funnel through Humbug. It can get very crowded in a very narrow part of the river....

**UPWIND IN HUMBUG IN A
NORTH-EASTER?**



Ok, these are not GFS boats, but you get the idea. Humbug is narrow, and our boats are of all shapes and sizes.

The rules are relatively clear –

- RULE 10: Port gives way to Starboard;
- RULE 13: A boat that is tacking shall keep clear of other boats until she is on a close-hauled course
- RULE 20: A boat may hail for ‘room to tack’ if she is approaching an obstruction and close-hauled or above

We need a good understanding of the rules, and a dose of excellent seamanship here.



The simplest application of Rule 20 is shown here. As Yellow approaches the line of moorings, sailing close-hauled, she can call “ROOM TO TACK”. These words are new for the latest set of rules – you must use this hail exactly (not alternatives like ‘water!’).

Note that this is one of only 2 hails that the rules require (the other is ‘Protest’).



GREEN is obliged to respond immediately. She must either:

- Tack as soon as possible, or
- Reply 'You Tack' and then give the hailing boat room to tack.



In truth, the situation at GFS can often be much more complicated.

One common situation is that boats are ‘stacked’ to windward. Now what?

Well, the principle is the same. The YELLOW boat to leeward needs to call ‘Room to Tack’. The middle GREEN boat also needs to call ‘Room to Tack’ on the GREEN boat above her.

If the middle boat can see what is about to happen early, she can call the windward boat first. This is ALL about anticipation.



In a busy fleet, you can have boats stacked on port and starboard.

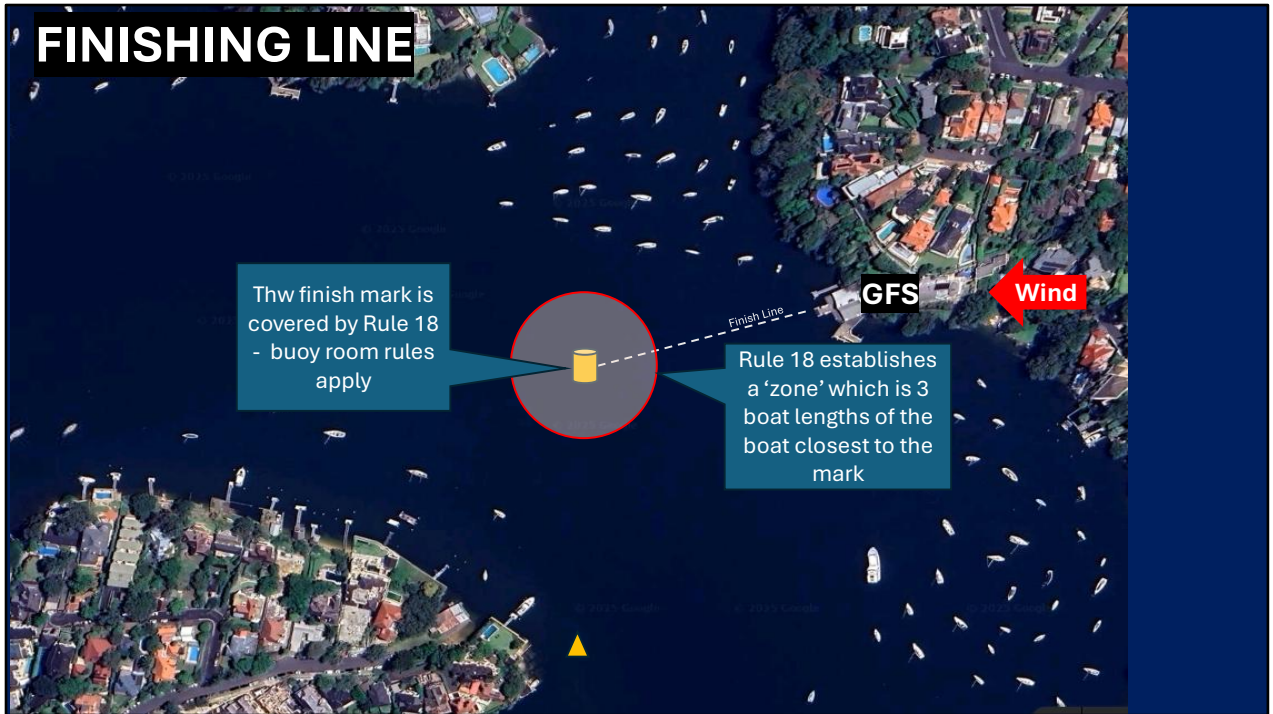
Port boat A has two choices:

- She can call “Room to Tack” on boat B. Boat B then must either tack immediately, or, if there were room to go behind A, call “You Tack” and then give A room to tack
- She can alter course to sail behind the two green boats, in which case she must also give boat B room to sail behind the two green boats.

Humbug is narrow, and so the risks of an incident here are high. Again, this is all about anticipation and avoiding in making your intentions clear early.



The final hotspot we'll examine here is the finishing line.



Our finishing line in Humbug is between the mast at the club and the pin-end mark. For our twilight races, the finishing mark is the only 'mark' that we sail around during our races – everything else is an obstruction.

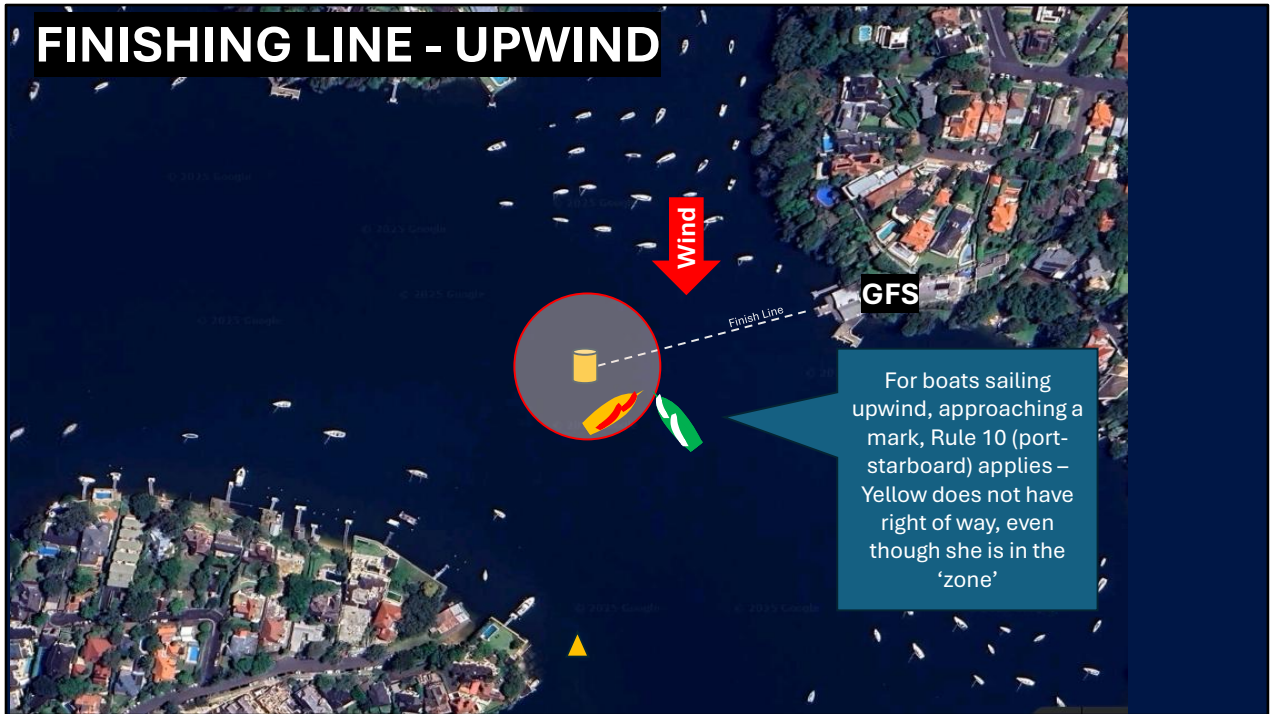
Marks are covered by Rule 18. The first thing to know is that Rule 18 establishes a 'zone' which is a circle 3 boat lengths from the mark. The 'boat length' that is relevant is the length of the boat closest to the pin.



Here is a case where we are approaching the finishing line in a westerly wind – both boats are reaching and both boats are on port tack.

The rules here are quite simple – if YELLOW enters the zone before GREEN, then GREEN must give YELLOW room.

Note that the same situation would occur if we had an easterly wind, though of course in that case, YELLOW would also be leeward boat and therefore GREEN would need to keep clear even before the boats enter the zone.



The rules get a bit trickier when boats are approaching a mark sailing close hauled.

Rule 18 **does not apply** for boats on opposite tacks, where the proper course for one, but not both of them, is to tack.

So, in this case, although **YELLOW** has entered the zone first, Rule 10 (port-Starboard) rules apply, and **YELLOW** must give way.

One more twist – if **YELLOW** now tacks onto starboard in the zone, she does not have rights relative to **GREEN**.

To quote the actual rule: 18.3 Tacking in the Zone: “If a boat passes head to wind from *port* to *starboard* tack in the *zone* of a *mark* to be left to port, rule 18.2 does not apply between her and another boat on *starboard* tack that is *fetching* the *mark*....”

FINALLY – please note SI 20.d - a yacht must not re-cross the finish line after it has finished

Protest? (SI 22)



Protest flag: a Red Flag or Code Flag B. The flag must be displayed immediately at the time of the incident accompanied by the hail 'protest'.

Notify the starter of the protest on completion of the race.

All protests to be made in writing, addressed to the Protest Convener and lodged:

- **at the club** within one hour of the finish of the last boat in that division on the day of the event in which the protest arises.
- before 10am on the day after the race **by email** (to the GFS Protest Convener). Receipt of protests delivered by email will be acknowledged by the Protest Convener within 24 hours.

All the provisions of **RRS - Part 5** must be followed. Protest hearings will be held within 1 week, whenever possible, at the Club. Protest hearings will not be adjourned on the grounds of non-attendance of protester, protestee or witness. The committee may uphold or reject a protest on grounds of non-attendance.

Rules & Raves Table

**VOLUNTEER TO BE
ON THE PANEL!**



- 8 to 9pm at BBQ
- Ask your questions
- Share your stories

- WHAT?**
- Panel of 2 or 3 experienced sailors who want to hear from you: rules and incidents
 - A fantastic way to learn, to get to know people and to share experiences
 - A safe place – nothing shared beyond the table (e.g. doesn't go to Protest Committee)
- HOW?**
- Draw out 'what actually happened'
 - Explore relevant rules and their application
 - Explore faster/safer alternatives that would have avoided the situation



Please contact the current Twilight Captain, Ken Gibson, with any questions:

twilightcaptain@gfs.org.au

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