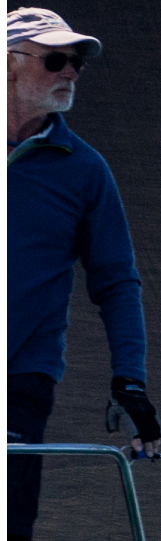





BLAIRGOWRIE YACHT SQUADRON

FAMILY | FRIENDSHIP | SAILING

2025/26
KEELBOAT
SAILING
INSTRUCTIONS
V2




dirt water

ORGANISING AUTHORITY Blairgowrie Yacht Squadron 2900 Nepean Road, Blairgowrie 3942, VIC

Blairgowrie Yacht Squadron invites entries for the BYS Season 2025-26 held from 1 October 2025 – 30 September 2026.

BYS uses the ***BYS Sailing Hub***, powered by Sailing Results, as our boat register, for race and series entry, signing on and signing off, results and for our race day volunteer roster. Instructions for setting up a BYS Sailing Hub account and its use can be found on the BYS website under Sailing.

ADDRESS	2900 Point Nepean Road, Blairgowrie VIC 3942
POSTAL ADDRESS	PO BOX 13 Blairgowrie, VIC 3942
TELEPHONE	03 5925 9600
EMAIL	sailing@bys.asn.au
WEBSITE	www.bys.asn.au
RADIO CALL SIGN	"BLAIRGOWRIE" VHF Ch 71 (keelboats & sportsboats courses) VHF Ch as per volunteer briefing (off the beach courses) VHF Ch 82 (keelboat long races ONLY)
RACE COMMITTEE	Head of Sailing Sailing Coordinator PRO (Principal Race Officer) CRO (Course Race Officer) Club Captain

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1. VALIDITY

- 1.1. These Sailing Instructions (SIs) are valid from 1 October 2025 until 30 September 2026 for club keelboat racing conducted by Blairgowrie Yacht Squadron.

2. RULES

- 2.1. Racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS) and the BYS Notice of Race (NoR) and these Sailing Instructions (SIs).
- 2.2. All boats shall comply with the Rules and By-Laws of BYS. Where there is an inconsistency between the Rules and By-Laws of BYS and these Sailing Instructions, the Rules and By-Laws of BYS shall prevail.
- 2.3. All crew on deck competing under the following conditions shall wear a lifejacket complying with AS Special Regulations Part 1, Section 5.01: boats competing as Cat 6 without lifelines complying with AS Special Regulations Part 1, 3.12.
- 2.4. RRS 42.3(i) applies, propulsion is permitted when a boat is aground.
- 2.5. RRS 52 is amended to permit powered winches.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to these Sailing Instructions shall be posted before 1000 on the day it shall take effect, except that any change to the schedule of races shall be posted by 2000 on the day before it shall take effect.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1. Notices to competitors will be posted on the online official notice board via the BYS Sailing Hub here: <https://sailingresults.net/sa/notice/default.aspx?ID=2033>
- 4.2. The Sailing Office is located on the second floor of the BYS clubhouse.

- 4.3. [DP] [NP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore shall be displayed on the western arm of the official flagpole adjacent to the main rigging lawn.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- 5.3. When flag Y is displayed ashore with one sound signal (RRS 40.2(b)), RRS 40.1 applies at all times while afloat.
- 5.4. Failure of a crew member to comply with RRS 40 shall result in a finishing score of DSQ without a hearing. This changes RRS A5.1.

6. SCHEDULE OF RACES

- 6.1. The schedule of races is published on the official notice board (ONB) and BYS website www.bys.asn.au.
- 6.2. The scheduled time of the warning signal is for the first division.

7. CLASS FLAGS AND SIGNALS

- 7.1. The class flags and signals are:

Division / Class	Class Flag	Group	Club Start Light Flashes	Back Stay Flag
Keelboat A	Code Flag E	1	1	Blue
Keelboat B	Code Flag K	2	2	Yellow
Keelboat Combined	Code Flag K	1	1	

- 7.2. Other flag signals.

Keelboat	
Numeral Pennants	Refers to the course number

8. RACING AREA

- 8.1. All races will be held on the waters of Port Phillip in the vicinity of Blairgowrie Yacht Squadron.

9. COURSES & MARKS

- 9.1. The courses and marks are described in Addendum A.

10. DESIGNATED NO EXTRAS RACES

- 10.1. The Niras Twilight Sternchaser series, the Wooden Boatshop Sunset series and the Coast & Country Lady Skippers race are designated 'No Extras' races. Boats shall use only a mainsail and one headsail at a time. The headsail shall be fully hanked or attached by means of a luff groove device, to the forestay. Headsails may be poled out. This changes RRS 55.

11. RESTRICTED AREA

- 11.1. [DP] [NP] On the Wind Start: After starting, boats shall not sail through the start and finish line except when starting and finishing.
- 11.2. [DP] [NP] Club Start: After starting, boats shall not cross the start/finish line north of the Port Navigation Pile adjacent to the east of the Blairgowrie Safe Boat Harbour except when finishing.

- 11.3. [DP] [NP] While racing boats shall pass north of the Port Navigation Pile adjacent to the east of the Blairgowrie Safe Boat Harbour.

12. THE START – ON THE WIND STARTS

- 12.1. Races shall be started using RRS 26.
- 12.2. The starting line shall be between a staff displaying an orange flag on the committee boat at the starboard end and the course side of the port-end starting mark.
- 12.3. To alert boats that a race starting sequence will begin soon, an orange flag will be flown from the race committee vessel with one sound signal not less than five minutes before a warning signal is made.
- 12.4. No later than the warning signal, the course number shall be displayed on the race committee vessel.
- 12.5. For courses 50, 51, 52, 53, an orange inflatable mark may be laid approximately 0.25–0.5 nm to windward of the starting line and, if laid, will act as a Turning Mark prior to the first fixed mark of the course.
- 12.6. [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.7. A boat starting later than 10 minutes after her starting signal may be scored Did Not Start without a hearing. This changes RRS A5.1.

13. THE START – CLUB STARTS

- 13.1. The starting line shall be between the Day-Glo Orange Post located on the Blairgowrie Yacht Squadron tower and the course side of BYS 0. When starting, boats shall pass between the Port Navigation Pile adjacent to the east of the Blairgowrie Safe Boat Harbour and BYS 0.
- 13.2. [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 13.3. A boat starting later than 10 minutes after her starting signal may be scored Did Not Start without a hearing. This changes RRS A5.1.

Signal	Visual Signal	Sound Signal	Minutes before the Starting Signal
Start sequence shall commence shortly	Red/green lights flashing alternately for 4 minutes	Nil	10 minutes
Warning	Red lights Division group white light flashing (see SI 7.1)	Nil	5 minutes
Preparatory	Green lights	Nil	4 minutes
Three minutes	3 white lights	Nil	3 minutes
Two minutes	2 white lights	Nil	2 minutes
One minute	1 white light	Nil	1 minute
Start	All lights extinguished (Warning signal for next division may be displayed)	Nil	0
Individual recall	White light chase for 60 seconds*	One	
General recall	Red light chase for 60 seconds*	Two	
Postponement	Alternating white flashing lights	Two	
Abandonment	Flashing orange lights continuous	Nil	
* A light chase is a sequence of one then two then three then four lights repeated.			

- 13.4. Individual recall: One sound signal shall be given and a white light chase of four lights shall be displayed from the Blairgowrie Yacht Squadron tower for up to 60 seconds. The next group to start (if any) shall be delayed by 60 seconds. This changes RRS 29.1
- 13.5. General recall: Two sound signals shall be given and a red light chase of four lights shall be displayed from the Blairgowrie Yacht Squadron tower for up to 60 seconds. The next group to start (if any) shall be delayed by 1 minute. The restart for a recalled class or group shall be after all other classes or groups have had their normal starts. The starting signal of the last scheduled race shall be the warning signal for the recalled class or group. Should there be two or more classes or groups recalled, their starts shall be in the scheduled order at 5-minute intervals. This changes RRS 29.2
- 13.6. Postponement: Postponement of a Club Start shall be signalled by alternating white flashing lights from the Blairgowrie Yacht Squadron tower before the start. These lights shall be extinguished at least five minutes before the commencement of the start sequence.

14. CHANGE TO THE NEXT LEG OF THE COURSE

- 14.1. Fixed mark courses shall not be altered.
- 14.2. Course 10 and Course 11 may be altered as follows: to change the next leg of the course, the race committee will lay a replacement mark (mark 1b: inflatable pink conical mark) or move the finishing line and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

15. SHORTEN COURSE

- 15.1. Courses may be shortened in accordance with RRS 32.2.
- 15.2. Courses (excluding Course 10 and Course 11) may be shortened by Code Flag S over Code Flag 0 (zero) being flown on or adjacent to a rounding mark with two sound signals. All boats having to round that mark shall, after rounding it, then round or pass BYS 1 to starboard and finish at the finishing line. If a course is shortened at BYS 5 or BYS 6 boats shall pass or round that mark and then pass So.10 to starboard, BYS 1 to starboard and then finish at the finishing line. This changes RRS 32.2.

16. THE FINISH

- 16.1. For all courses (excluding Course 10 and Course 11): the finishing line shall be between the Day-Glo Orange Post located on the Blairgowrie Yacht Squadron tower and the course side of BYS 0. When finishing, boats shall pass between the Port Navigation Pile adjacent to the east of the Blairgowrie Safe Harbour and BYS 0.
- 16.2. For Course 10: The finishing line shall be between a staff displaying a blue flag on the committee boat and a black and white chequered finishing mark which shall be set to the **starboard** side of the committee boat.
- 16.3. For Course 11: The finishing line shall be between a staff displaying a blue flag on the committee boat and a black and white chequered finishing mark which shall be set to the **port** side of the committee boat.
- 16.4. [DP] A boat that has finished shall not re-cross the finishing line.

17. TIME LIMITS

- 17.1. The Race Time Limits and the Finishing Windows are shown in the table below:

Event	Race Time Limit	Finishing Window
Spry Series races, William Buckley Trophy, Redman Run.	1 hr before sunset	1 hr before sunset
Niras Twilight Sternchaser, The Wooden Boatshop Sunset Series	2 hrs	sunset
All other races	3.5 hrs	60 minutes

17.2. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

18. PROTESTS AND REQUESTS FOR REDRESS

- 18.1. For each division, the protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 18.2. Hearing request forms are available from the Sailing Office or via the official notice board.
- 18.3. 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 protest room described in the notice.
- 18.4. On the last scheduled day of racing a request for reopening a hearing shall be delivered:
 - (a) Within the protest time limit if the requesting party was informed of the decision on a previous day;
 - (b) No later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 63.7

19. ARBITRATION

- 19.1. RRS Appendix T shall apply.

20. SAFETY REGULATION

- 20.1. If a gale warning for Port Phillip issued by the Bureau of Meteorology is current 4 hours before the scheduled start signal, the race session shall be cancelled.
- 20.2. All boats shall SIGN ON and include all crew member details before the warning signal each day. The sign on/sign off facility shall be via the BYS Sailing Hub. Boats failing to sign on shall be scored DNC for the first race of a session without a hearing. This changes RRS A5.1.
- 20.3. [DP] [NP] All boats shall SIGN OFF at the earliest possible time after the completion of racing, but not later than the end of the protest time limit. Boats failing to sign off within the protest time limit shall result in a penalty of the boat's score being increased by 5 points, but not worse than the score for DSQ. All other boat's score shall remain the same. This changes RRS A5.1. A boat that fails to meet SI 20.2 more than three times in a series is subject to a protest by the Race Committee.
- 20.4. A boat that retires from a race shall notify the Race Committee by VHF radio as soon as possible.
- 20.5. While racing, no anchors shall be carried on deck forward of the bow or with any part protruding outboard. Boats not complying with SI 20.5 shall be scored DSQ without a hearing. This changes RRS A5.1.
- 20.6. Boats shall have submitted to the Sailing Office their Man Overboard (MOB) compliance declaration and Special Regulations Equipment Audit (EA) (Cat 6) as required by the Notice of Race. The MOB and EA documents are valid for up to 12 months. Submission of the EA document certifies that the boat meets the required safety category, that it shall be maintained in that condition for the duration of the EA validity period and that any change to the level of compliance shall be notified to the Race Committee.
- 20.7. [DP] [NP] Boats without current MOB compliance declaration and current EA document submitted to the Sailing Office shall be subject to protest by the Race Committee.

21. REPLACEMENT OF CREW OR EQUIPMENT

- 21.1. Requests for a change of sail number shall be made at least an hour before the scheduled start of the race for which the substitution or change applies. The request must be made on the appropriate form available from the Sailing Office and the request must be approved by the Race Committee before the substitution or change is made.
- 21.2. [DP] [NP] Failure to notify of a change of sail number in accordance with SI 21.1 may result in DNC without a hearing. This changes RRS A5.1.

22. EQUIPMENT INSPECTION

[DP] [NP] A boat or equipment may be inspected at any time for compliance with AS Special Regulations and Sailing Instructions. On the water, a boat may be instructed by a Race Committee equipment inspector to proceed immediately to a designated area for inspection.

23. SUPPORT BOATS

Support person vessels shall stay 100m outside areas where boats are racing from the time of the preparatory signal for the first division to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

24. RESULTS

Results shall be published online at www.bys.asn.au and on the BYS Sailing Hub.

25. DISCLAIMER OF LIABILITY

- 25.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**
- 25.2. All those taking part in these races are reminded of their obligations as set out in the AS Special Regulations clause 1.02 Responsibility of the Person in Charge.

ADDENDUM A – COURSES AND MARKS

1. COURSES – CLUB START & FINISH, SHORT COURSES

Club tower start, fixed club and navigational marks, club tower finish. Marks are to be rounded or passed to port unless indicated by (S), round or pass to starboard. Marks that are 'passing marks' are indicated with an asterisk *. E.g. So.10(S)*

KBC – Club front course area		
COURSE 1	N, S, NW, SE	
KBC	Start – BYS4 – BYS2 – BYS3 – BYS2 – BYS3 – BYS2 – BYS3 – BYS1(S) – Finish	8mn
COURSE 2	N, S, NW, SE	7.8nm
KBC	Start – BYS4 – BYS2 – BYS3(S) – BYS2(S) – BYS3(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 3	N, S, NW, SE	6.9nm
KBC	Start – BYS4 – BYS3(S) – BYS2(S) – BYS4(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 4	N, S, NW, SE	8.9nm
KBC	Start – BYS4* – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS6(S) – BYS5(S) – BYS6(S) – BYS5(S) – So.10(S)* – BYS1(S) – Finish	
KBC - Capel Sound course area		
COURSE 5	N, S, SW	7.1nm
KBC	Start – BYS4 – So.10* – BYS5 – BYS6 – BYS5 – BYS6 – So.12(S)* – So.10(S)* – BYS1(S) – Finish	
COURSE 6	N, S, SW, NE	8.4nm
KBC	Start – BYS4* – So.10* – So.12* – BYS6(S) – SCh.13(S) – BYS5(S) – So.10(S)* – BYS1(S) – Finish	
COURSE 7	N, S, SW, SE	7.1nm
KBC	Start – BYS4* – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS6(S) – BYS5(S) – So.10(S)* – BYS1(S) – Finish	
COURSE 8	E, W	7.6nm
KBC	Start – BYS4* – So.10* – BYS5 – So.10(S)* – BYS4 – So.10 – BYS5 – So.10(S)* – BYS4 – BYS1(S) – Finish	
COURSE 9	N, S, SW, NE	7.2nm
KBC	Start – BYS4* – So.10* – BYS5 – BYS6 – BYS5 – BYS6 – So.12(S)* – So.10(S)* – BYS1(S) – Finish	
COURSE 45	EW, NW, SW, NE	8.8nm
KBC	Start – BYS4* – So.10* – So.12* – BYS6 (S) – CS laid mark (S) – BYS5 (S) – BYS6 – So.12(S)* – So.10(S)* – BYS1 (S) – Finish	
COURSE 46	EW, NW, SW, NE	12.1nm
KBC	Start – BYS4* – So.10* – BYS5 – CS laid mark – BYS6 – So.12 (S)* – So.10 (S)* – BYS4 – BYS5 – BYS6 – So.12 (S)* – So.10 (S)* – BYS1 (S) – Finish	

DIV A & B Courses		
COURSE 12	N, S, NW, SE	10.2nm
DIV A	Start – BYS4 – BYS2 – BYS3 – BYS2 – BYS3 – BYS2 – BYS3 – BYS2 – BYS3 – BYS1(S) – Finish	
COURSE 12	N, S, NW, SE	8nm
DIV B	Start – BYS4 – BYS2 – BYS3 – BYS2 – BYS3 – BYS2 – BYS3 – BYS1(S) – Finish	
COURSE 13	N, S, NW, SE	9.8nm
DIV A	Start – BYS4 – BYS3(S) – BYS2(S) – BYS4(S) – BYS2(S) – BYS4(S) – BYS2(S) – BYS4(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 13	N, S, NW, SE	7.6nm
DIV B	Start – BYS4 – BYS3(S) – BYS2(S) – BYS4(S) – BYS2(S) – BYS4(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 14	N, S	10.8nm
DIV A	Start – BYS4 – BYS2(S) – SCh.7(S) – BYS2(S)* – BYS3(S) – BYS2(S) – BYS3(S) – BYS2(S) – BYS3(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 14	N, S	6.4nm
DIV B	Start – BYS4 – BYS2(S) – SCh.7(S) – BYS2(S) – BYS3(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 15	N, S, SW, NE	9.8nm
DIV A	Start – BYS4* – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS6(S) – BYS5(S) – BYS6(S) – BYS5(S) – So.10(S)* – BYS1(S) – Finish	
COURSE 15	N, S, SW, NE	7.6nm
DIV B	Start – BYS4* – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS6(S) – BYS5(S) – So.10(S)* – BYS1(S) – Finish	
COURSE 16	E, W	12nm
DIV A	Start – BYS4* – So.10* – BYS5 – So.10(S)* – BYS4 – So.10* – BYS5 – So.10(S)* – BYS3 – So.10* – BYS5 – So.10(S)* – BYS3 – BYS4(S) – BYS1(S) – Finish	
COURSE 16	E, W	6.8nm
DIV B	Start – BYS4* – So.10* – BYS5 – So.10(S)* – BYS4 – So.10* – BYS5 – So.10(S)* – BYS4(S)* – BYS1(S) – Finish	
COURSE 17	N, S, SW, NE	8.2nm
DIV A	Start – BYS4* – So.10* – BYS5 – BYS6 – BYS5 – BYS6 – BYS5 – BYS6 – So.12(S)* – So.10(S)* – BYS1(S) – Finish	
COURSE 17	N, S, SW, NE	6.8nm
DIV B	Start – BYS4* – So.10* – BYS5 – So.10(S)* – BYS4 – So.10* – BYS5 – So.10(S)* – BYS4(S)* – BYS1(S) – Finish	
COURSE 18	N, S	8.6nm
DIV A	Start – BYS4 – BYS2(S) – SCh.7(S) – BYS2(S)* – BYS3 – BYS2(S) – BYS3 – BYS2(S) – BYS1(S) – Finish	
COURSE 18	N, S	5.2nm
DIV B	Start – BYS4 – BYS2(S) – SCh.7(S) – BYS3 – BYS1(S) – Finish	

2. COURSE 10 & COURSE 11 – ON THE WIND AGGREGATE

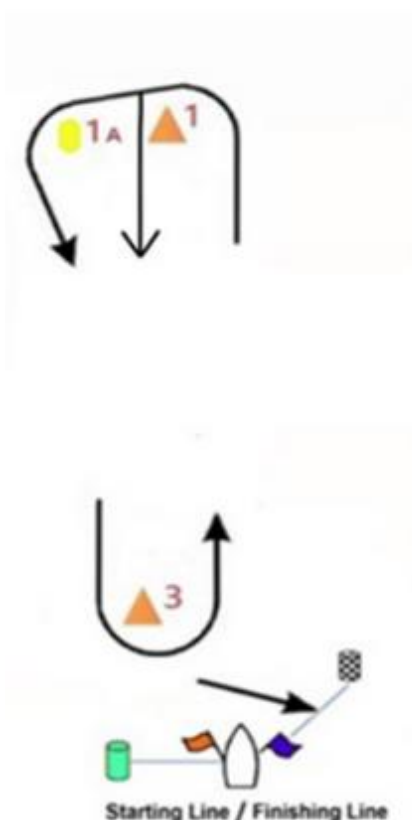
On the wind start, laid marks, on the wind finish. Marks are to be rounded to port.

COURSE 10 – Aggregate		
DIV A	Start – 1 – 1A – 3 – 1 – 3 – 1 – 3 – 1 – 3 – Finish	NA
DIV B	Start – 1 – 1A – 3 – 1 – 3 – 1 – 3 – Finish	NA

COURSE 11 – Aggregate		
DIV A	Start – 1 – 1A – 3 – 1 – 3 – 1 – 3 – 1 – 3 – Finish (upwind)	NA
DIV B	Start – 1 – 1A – 3 – 1 – 3 – 1 – 3 – Finish (upwind)	NA

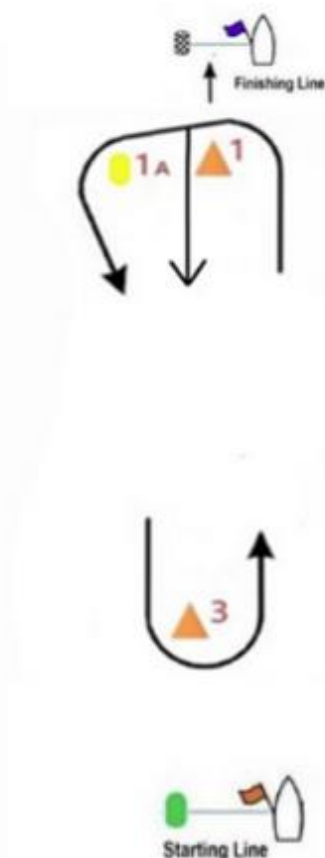
Mark	Description	Comment
START	Green cylindrical inflatable	Start line pin
FINISH	Black/White checked cylindrical inflatable	
Marks 1, 3	Orange truncated conical inflatable	NA
1A	Yellow conical inflatable	Offset mark
Replacement mark	Pink conical inflatable	For change of course

Course 10



All marks to PORT

Course 11



All marks to PORT

3. COURSES – CLUB START & FINISH, LONG COURSES

Club tower start, fixed club and navigational marks, club tower finish. Marks are to be rounded or passed to port or starboard as indicated by (P) or (S) respectively.

Marks that are 'passing marks' are indicated with an asterisk *. E.g. So.10(S)*

Boats MUST radio a position report at designated marks (shown ☹). Failure to radio may result in a score of DSQ.

KBC Long Courses – Spry Series		
COURSE 19	E, W, SPRY	32.2nm
KBC	Start – BYS3(S) – BYS2(S) – Sch.7(P) – SCh.1(P) ☹ - Sch.7(S) – BYS2(P)* – BYS3(P) – So.10(P)* – BYS5(P) - SCh.13(P) ☹ - BYS5(P) – SCh.11(P) ☹ – BYS5(P) – BYS6(P) – So.12(S)* – So.10(S)* – BYS4(P)* – BYS3(S) – BYS2(S) – BYS4(P) – BYS5(P) – So.10(S)* – BYS1(S) – Finish	
COURSE 20	E, W, SPRY	29.3nm
KBC	Start – So.10(P)* – So.12(P)* – Sch.Light(S) – BYS6(P) – SCh.13(S) ☹ - BYS5(S) – SCh.13(S) ☹ - BYS5(S) – So.10(S)* – BYS4(S) – BYS2(S) – Sch.7(P) – SCh.1(P) ☹ - So.1(S) – So.2(P)* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS4(S) – So.10(P)* – BYS5(S) – So.10(S)* – BYS1(S) – Finish	
COURSE 21	JOHN MEDLEY TROPHY (to Queenscliff)	7.8nm
KBC	Start – BYS3(S) – So.3(P) – So.8(S)* – So.6(S)* – So.4(S)* – So.2(S)* – PpeEyeLght(S)☹ – Cut Outer Pile – Drop sails, enter The Cut by motor to Finish at southern end of QCYC <i>No overtaking in The Cut</i>	
COURSE 22	WILLIAM BUCKLEY TROPHY (from Queenscliff)	7.8nm
KBC	Start at QCYC, motor to Cut Outer Pile, approx. 250m from entrance to Queenscliff (S) – PpeEyeLght☹(P) - So.2(P)* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS0(S)* – BYS1(S) – Finish <i>Motor to Cut Outer Pile, no overtaking in The Cut</i>	
COURSE 23	E, ROSS CROW. AROUND THE SANDS ANTI-CLOCKWISE	41.2nm
KBC	Start – So.10(P)* – SCh.19(P) ☹ – Sch.21(P)* – R1(P) ☹ - BYB(P) ☹* - WCh.Pile(P) ☹ - WCh.7(P)* – WCh.6(S)* – WCh.5(P)* – WCh.3(P)* – WCh.1(P) ☹ – So.1(S) – So.2(P) ☹* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS2(S) – BYS4(P) – So.10(P)* – So.12(P)* – BYS6(S) – BYS5(S) – So.10(S)* – BYS1(S) – Finish	
COURSE 24	E, ROSS CROW, AROUND THE SANDS ANTI-CLOCKWISE	35.1nm
KBC	Start – So.10(P)* – SCh.19(P) ☹ - HovPile(P)* – BYB(P) – SymCh.Pile(S) – WCh.Pile(P) ☹ - WCh.7(P) – WCh.6(S)* – WCh.5(P)* – WCh.3(P)* – WCh.1(P) ☹ – So.1(S) – So.2(P) ☹* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS4(P) – BYS5(P) – So.10(S)* – BYS1(S) – Finish	
COURSE 25	W, ROSS CROW, AROUND THE SANDS CLOCKWISE	37.7nm
KBC	Start – BYS3(S) – So.3(P) – So.8(S)* – So.6(S)* – So.4(S)* – So.2(S)* – So.1(P) – Sch.2(S) – WCh.1(S) ☹ – WCh.3(S)* – WCh.2(P)* – WCh.5(S)* – WCh.6(P)* – WCh.7(S)* – WCh.Pile(S) ☹ – BYB(S) ☹ – R1(S) ☹ – Sch.21(S) – SCh.19(S) ☹ - So.10(S)* – BYS3(S) – BYS2(S) – BYS4(S) – BYS1(S) – Finish	

KBC Long Courses – Spry Series continued		
COURSE 26	W, ROSS CROW, AROUND THE SANDS CLOCKWISE	33.4nm
KBC	Start – BYS3(S) – So.3(P) – So.8(S)* – So.6(S)* – So.4(S)* – So.2(S)* – So.1(P) – SCh.2(S) – WCh.1(S) ¥ – WCh.3(S)* – WCh.2(P)* – WCh.5(S)* – WCh.6(P) – WCh.7(S)* – WCh.Pile(S) ¥ – SymCh.Pile(P) – BYB(S) – HovPile(S)* – SCh.19(S) ¥ – So.10(S)* – BYS4(S) – BYS3(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 27	E, PINTO LONG	59.7nm
KBC	Start – So.10(P)* – BYS5(P) – SCh.19(P) ¥ – SCh.21(P) – AquaCult3(S) – AquaCult1(S) – AquaCult2(S) – BYB(S) ¥ – MMFNW(S) – MMFNE(S) – MMFSE(S) – R1(S) ¥ – SCh.21(S) – R1(S) – SCh.21(S) ¥ – BYS6(P) – BYS5(S) – So.10(S)* – BYS4(P) – BYS3(S) – BYS2(S) – BYS4(P) – BYS5(P) – BYS6(P) – So.12(S)* – So.10(S)* – BYS4(P) – BYS3(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 28	E, PINTO SHORT	48.6nm
KBC	Start – So.10(P)* – BYS5(P) – SCh.19(P) ¥ – SCh.21(P) – AquaCult3(S) – AquaCult1(S) – AquaCult2(S) – BYB(S) ¥ – MMFNW(S) – MMFNE(S) – MMFSE(S) – R1(S) ¥ – SCh.21(S) ¥ – BYS6(P) – So.12(S)* – So.10(S)* – BYS4(P) – BYS5(P) – BYS6(P) – So.12(S)* – So.10(S)* – BYS4(P) – BYS3(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 29	W, PINTO LONG	50nm
KBC	Start – BYS3(S) – Old.SCh.6(P) – SCh.2(S) – WCh.1(S) – WCh.2(P) – CoCh.Light1(S)* – CoCh.3(S)* – CoCh.5(S)* – CoCh.7(S) – WCh.Pile(P) ¥ – PrcGrgBnkLt(S) – WCh.Pile(S) ¥ – WCh.7(P)* – WCh.6(S)* – WCh.5(P)* – WCh.3(P)* – WCh.1(P)* – PpsEyeLght(P) ¥ – SCh.1(P) – SCh.3(S) – So.1(S)* – So.2(P)* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS0(S)* – BYS4(S) – So.10(P)* – So.12(P)* – SCh.13(S) ¥ – BYS5(S) – So.10(S)* – BYS4(S) – BYS2(P) – BYS1(S) – Finish	
COURSE 30	W, PINTO SHORT	44nm
KBC	Start – BYS3(S) – SCh.7(P) – SCh.2(S) – WCh.1(S) – WCh.2(P) – CoCh.Light1(S)* – CoCh.3(S)* – CoCh.5(S)* – CoCh.7(S) – WCh.13(S) ¥ – WCh.11(P)* – WCh.7(P)* – WCh.6(S)* – WCh.5(P)* – WCh.3(P)* – WCh.1(P)* – PpsEyeLght(P) ¥ – SCh.1(P) – SCh.3(S) – So.1(S) – So.2(P)* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS2(S) – BYS4(P) – So.10(P)* – So.12(P)* – SCh.13(S) ¥ – BYS5(S) – So.10(S)* – BYS4(P) – So.10(P)* – So.12(P)* – BYS6(S) – BYS5(S) – BYS4(P)* – BYS1(S) – Finish	
COURSE 31	E, W, FIG 8, SPRY, CLUB FRONT AREA	27nm
KBC	Start – BYS3(S) – BYS2(S) – SCh.7(P) – SCh.3(P) ¥ – So.1(S) – So.2(P)* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS0(S)* – BYS4(S) – So.10(P)* – So.12(P)* – BYS6(S) – SCh.13(S) ¥ – BYS5(S) – BYS6(S) – BYS5(S) – So.10(S)* – BYS4(S) – BYS2(P) – BYS3(P) – So.10(P)* – BYS5(S) – BYS1(S) – Finish	

COURSE 32	E, W, FIG 8, SPRY, CLUB FRONT EAST AREA	20nm
KBC	Start – BYS3(S) – BYS2(S) – SCh.7(P) – SCh.3(P) ¥ – So.1(S) – So.2(P)* – So.4(P)* – So.6(P)* – So.8(P)* – So.3(S) – BYS3(P) – BYS0(S)* – BYS4(S) – So.10(P)* – So.12(P)* – BYS6(S) – SCh.19(S) ¥ – BYS6(P) – BYS5(S) – So.10(S)* – BYS4(S)* – BYS1(S) – Finish	
COURSE 33	AROUND SANDS, NAVIGATION RACE	32nm
KBC	Start – BYS4(P) – { SCh.19(P) or WCh.1(S) } – virtual mark at 38°10.000'S, 144°49.000'E – { SCh.19(P) or WCh.1(S) } – BYS1(S) – Finish	
Special Course – Short or Long Course		
COURSE 35	Special course, refer to Official Notice Board.	
TBA		

4. COURSES – CLUB START & FINISH, TWILIGHT RACES

Club tower start, fixed club and navigational marks, club tower finish. Marks are to be rounded or passed to port unless indicated by (S), round or pass to starboard. Marks that are 'passing marks' are indicated with an asterisk*. E.g. So.10(S)*

KBC – Twilight		
COURSE 40	E, W. Short Course	4.2nm
KBC	Start – BYS4* – So.10* – BYS5 – BYS4 – BYS1(S) – Finish	
COURSE 41	NW, SE. Club Front	7.1nm
KBC	Start – BYS4 – BYS2 – BYS3 – BYS14 – BYS2 – BYS1(S) – Finish	
COURSE 42	N, S, E, W	6.0nm
KBC	Start – BYS4 – BYS2 – BYS3(S) – BYS2(S) – BYS1(S) – Finish	
COURSE 43	E, W	5.2nm
KBC	Start – BYS4* – BYS5 – BYS4(S)* – BYS3 – BYS1(S) – Finish	
COURSE 44	N, S, E, W (<i>note: OTB clash at BYS14</i>)	4.2nm
KBC	Start – BYS4 – BYS2 – BYS3 – BYS14(S) – BYS1(S) – Finish	

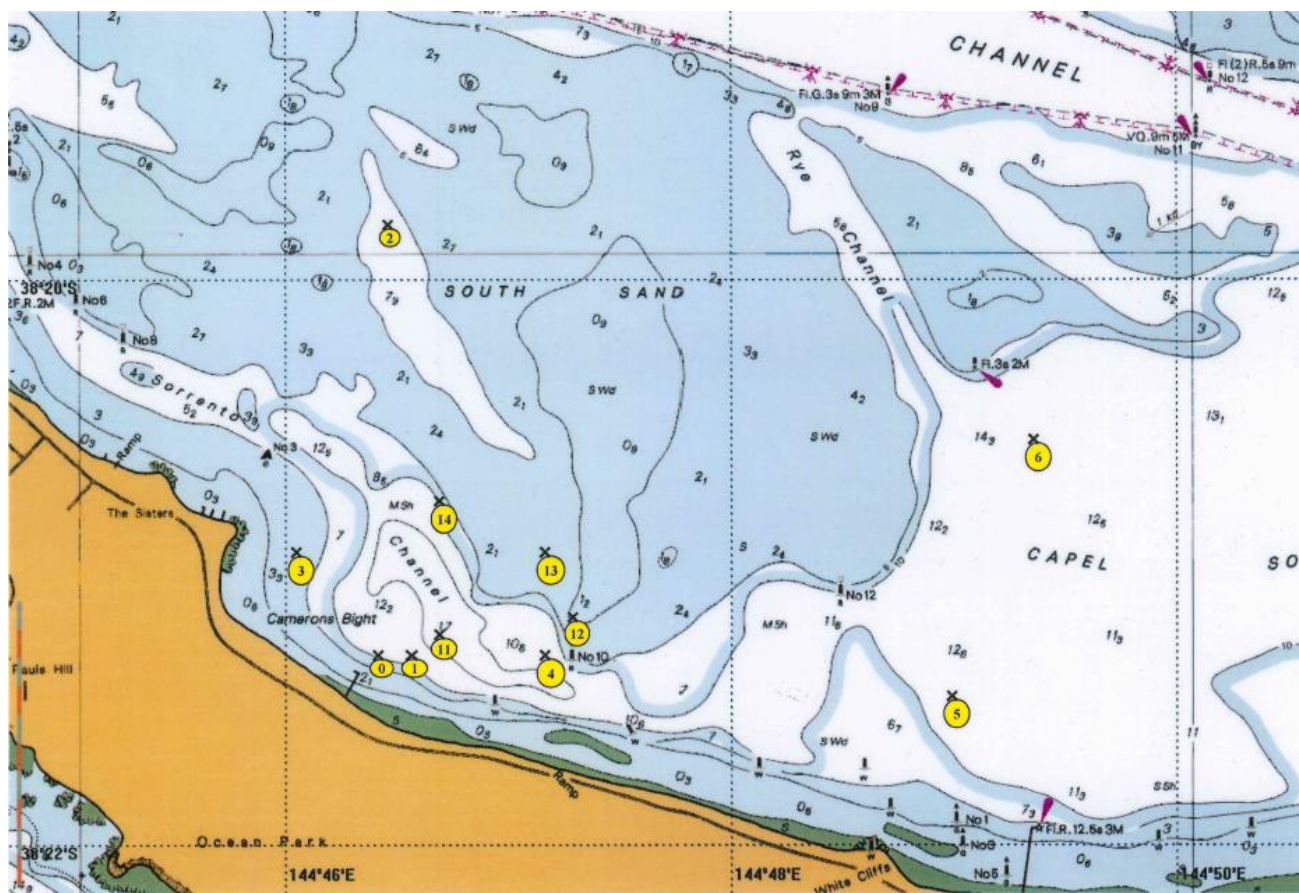
5. COURSES – ON THE WIND START, CLUB FINISH

On the wind start to laid turning mark, fixed club and navigational marks, club tower finish. Marks are to be rounded or passed to port unless indicated by (S), round or pass to starboard. Marks that are 'passing marks' are indicated with an asterisk *. E.g. So.10(S)*

DIV A & B Courses		
COURSE 50	E. Short Course	12.4nm
DIV A	Start – turning mark(S) – BYS4 – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS4 – BYS3(S) – BYS4 – BYS5(S) – BYS1(S) – Finish	
COURSE 50	E. Short Course	9.0nm
DIV B	Start – turning mark(S) – BYS4 – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS4 – BYS5(S) – BYS1(S) – Finish	
COURSE 51	W. Short Course	12.4nm
DIV A	Start – turning mark – BYS3 – BYS4 – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS4 – BYS3(S) – BYS4 – BYS5(S) – BYS1(S) – Finish	
COURSE 51	W. Short Course	10.9nm
DIV B	Start – turning mark – BYS3 – BYS4 – So.10* – So.12* – BYS6(S) – BYS5(S) – BYS4 – BYS5(S) – BYS1(S) – Finish	
COURSE 52	N. Short Course	10.3nm
DIV A	Start – turning mark(S) – BYS4 – BYS2 – BYS3 – BYS2 – BYS3 – BYS4 – BYS2 – BYS1(S) – Finish	
COURSE 52	N. Short Course	7.4nm
DIV B	Start – turning mark(S) – BYS4 – BYS2 – BYS3 – BYS2 – BYS3 – BYS14(S) – BYS1(S) – Finish	
COURSE 53	S. Short Course	10.3nm
DIV A	Start – turning mark – BYS4 – BYS2 – BYS3 – BYS2 – BYS3 – BYS4 – BYS2 – BYS1(S) – Finish	
COURSE 52 53	S. Short Course	7.1nm
DIV B	Start – turning mark – BYS4 – BYS2 – BYS3 – BYS2 – BYS3 – BYS14(S) – BYS1(S) – Finish	

6. CLUB MARK DESCRIPTIONS

Mark	Description	Approx Latitude	Approx Longitude
BYS Start Tower	Club house, Day-Glo Orange Post		
BYS 0	Yellow Pyramid	38°21.265'S	144°46.565'E
BYS 1	Yellow Pyramid	38°21.350'S	144°46.630'E
BYS 2	Yellow Pyramid	38°19.930'S	144°46.400'E
BYS 3	Yellow Pyramid	38°21.015'S	144°46.115'E
BYS 4	Yellow Pyramid	38°21.335'S	144°46.985'E
BYS 5	Yellow Pyramid	38°21.610'S	144°49.130'E
BYS 6	Yellow Pyramid	38°20.630'S	144°49.375'E
BYS 11	Yellow Pyramid	38°21.195'S	144°47.248'E
BYS 14	Yellow Pyramid	38°20.835'S	144°46.725'E
Port Nav. Pile	Pile with red cap	38°21.365'S	144°46.485'E
CS Laid mark	Orange conical inflatable	38°21.000'S	144°50.500'E



7. FIXED NAVIGATION MARK DESCRIPTIONS

Mark	Description	Approx Latitude	Approx Longitude
So.10	Red navigation pile	38°21.340'S	144°47.290'E
SCh.Light	Large "wedding cake" like structure	38°20.320'S	144°49.095'E
R1	Yellow pyramid buoy	38°16.280'S	144°58.510'E
BYB	Cardinal mark	38°13.906'S	144°50.641'E
HovPile	Hovell Pile Light	38°19.633'S	144°53.919'E
Old.SCh.6	Old South Channel 6	38°18.350'S	144°46.483'E
AquaCult1	Pinnacle Channel Marine Farm west corner yellow buoy	38°14.267'S	144°48.824'E
AquaCult2	Pinnacle Channel Marine Farm north corner yellow buoy	38°13.894'S	144°49.973'E
AquaCult3	Pinnacle Channel Marine Farm south corner yellow buoy	38°14.975'S	144°49.225'E
MMFNW	Mornington Marine Farm north-west corner	38°13.925'S	144°59.918'E
MMFNE	Mornington Marine Farm north-east corner	38°13.944'S	145°01.055'E
MMFSE	Mornington Marine Farm south-east corner	38°14.432'S	145°01.045'E
SymCh.Pile	Tall Pile	38°13.535'S	144°48.625'E
CoCh.#	Coles Channel mark (numbered)	Refer to chart AUS 158	
SCh.#	South Channel mark (numbered)		
So.#	Sorrento Channel mark (numbered)		
WCh.#	West Channel mark (numbered)		

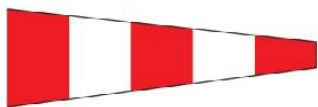
Note: Refer to chart AUS 158 for channel marks, sandbars and shoals that may affect the course areas.

RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down

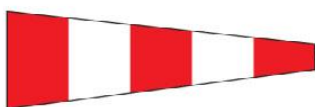
(↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (— — — — —) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, fleet flag, event flag or race area flag, the signal applies only to that class, fleet, event or race area.

Postponement Signals



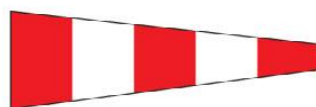
↑ • • • • ↓ •

AP Races not started are postponed. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned.



↑ • •

AP over H Races not started are postponed. Further signals ashore.



↑ • •

AP over A Races not started are postponed. No more racing today.

AP over a Numeral Pennant 1–9

Postponement of 1-9 hours from the scheduled starting time.



Pennant 1 ↑ • • • • ↓ •



Pennant 2 ↑ • • • • ↓ •



Pennant 3 ↑ • • • • ↓ •



Pennant 4 ↑ • • • • ↓ •



Pennant 5 ↑ • • • • ↓ •



Pennant 6 ↑ • • • • ↓ •



Pennant 7 ↑ • • • • ↓ •

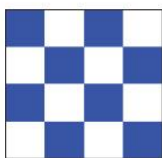


Pennant 8 ↑ • • • • ↓ •



Pennant 9 ↑ • • • • ↓ •

Abandonment Signals



↑ • • • • ↓ •

N All races in progress are abandoned. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is abandoned again or postponed.



↑ • • • •

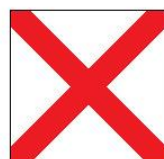
N over H All races in progress are abandoned. Further signals ashore.



↑ • • • •

N over A All races in progress are abandoned. No more racing today.

Safety



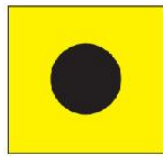
↑ —

V Monitor communication channel for safety instructions (see rule [37](#)).

Preparatory Signals



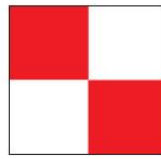
↑ ● ↓ —
P Preparatory signal.



↑ ● ↓ —
I Rule [30.1](#) is in effect.



↑ ● ↓ —
Z Rule [30.2](#) is in effect.



↑ ● ↓ —
U Rule [30.3](#) is in effect.



↑ ● ↓ —
Black flag. Rule [30.4](#) is in effect.

Recall Signals

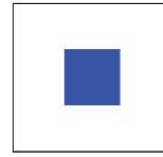


↑ ●
X Individual recall.



↑ ● ● ↓ ●
First Substitute General recall.
The warning signal will be made 1 minute after removal.

Shortened Course



↑ ● ●
S The course has been shortened. Rule [32.2](#) is in effect.

Changing the Next Leg



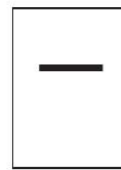
— — — — —
C The position of the next [mark](#) has been changed:



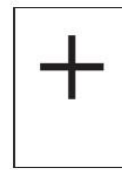
to starboard;



to port;

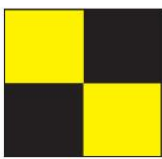


to decrease the length of the leg;



to increase the length of the leg.

Other Signals



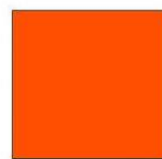
↑ ●
L Ashore: A notice to competitors has been posted.
Afloat: Come within hail or follow this vessel.



— — — — —
M The object displaying this signal replaces a missing [mark](#).



↑ ●
Y Wear a personal flotation device (see rule [40](#)).



(no sound)
Orange flag. The staff displaying this flag is one end of the starting line.



(no sound)
Blue flag. The staff displaying this flag is one end of the finishing line.