



BLAIRGOWRIE YACHT SQUADRON

2026 Victorian Minnow Championships



SAILING INSTRUCTIONS

14-15 February 2026

Organising Authority:
Blairgowrie Yacht Squadron

In conjunction with the:
Minnow Sailing Association Inc. (Victoria)

2026 MINNOW VICTORIAN CHAMPIONSHIPS

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SAILING INSTRUCTIONS

The Organising Authority (OA) is the Blairgowrie Yacht Squadron in conjunction with the Minnow Sailing Association Inc. (Victoria).

The notation '[DP]' in a rule in the NOR and SI's means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. This changes RRS 64.1.

The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by a boat. This changes RRS 62.1 (a).

The notation '[SP]' denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes RRS 63.1, RRS A4 and RRS A5.

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS 2025-28) ('RRS').
- 1.2. The Novice Fleet will sail under the *ISAF Introductory Rules for Racing* (refer Attachment B).
- 1.3. [NP] The Australian Sailing Special Regulations Part 2 for Off the Beach Boats shall apply.
- 1.4. Appendix T, Arbitration of RRS will apply.

2. NOTICES TO COMPETITORS

- 2.1. The Official Notice Board (ONB) is located online at <https://sailingresults.net/sa/notice/?ID=82260>.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the Sailing Instructions will be posted on the ONB not less than one hour before the race or races affected, except that any change to the schedule of races will be posted by 1900hrs on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed over the class flag flown from one of the eastern halyards of the BYS Yardarm in front of the clubhouse.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP. This changes Race Signals AP.

5. SCHEDULE

| Date | Time | Event |
|------------------------------|--------------|--|
| Saturday 14 February 2026 | 0830 - 0930 | Registration & Measurement (sails only) |
| | 0830 - 0930 | Coach & Support Boat Registration |
| | 0930 | Competitor Briefing |
| | 1130 | Race session, first warning |
| | PM | Race session, after a break |
| | 1800 - 2100 | Minnow 50 th Celebration Dinner |
| Sunday 15 February 2026 | 1030 | Race session, first warning |
| | After racing | Presentation |

- 5.1. For Open Fleet, a maximum of 7 (seven) races will be sailed. Up to four races will be sailed per day.
- 5.2. For Intermediate and Novice fleets, there is no set maximum number of races scheduled.
- 5.3. No warning signal will be made after 1400hrs on the last scheduled day of racing.

6. COMPETITION FORMAT

- 6.1. Racing will be conducted on two separate courses; Minnow Open fleet (incorporating the Junior Division) will race on course area one, Minnow Intermediate fleet and Minnow Novice fleet will race on course area two.
- 6.2. Junior eligibility - any Minnow sailor under twelve years of age on the day of the first scheduled race of the championships, and who is competing in Open Fleet.

7. CLASS FLAGS

- 7.1. The Minnow class flags will be:
 Minnow Open Fleet: black Minnow emblem on a blue background
 Minnow Intermediate Fleet: Code flag “F” (a red diamond on a white background)
 Minnow Novice Fleet: black Minnow emblem on a green background

8. THE COURSES

- 8.1. The diagrams and associated notes in Attachment A show the courses and marks, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2. No later than the warning signal, the race committee vessel will indicate the course to be sailed by displaying the corresponding numeral flag.

9. MARKS

- 9.1. See Attachment A.

10. THE START

- 10.1. 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.
- 10.2. Races shall be started using a 3 minute starting sequence. This changes RRS 26.

| Signal | Flag | Sound | Minutes |
|-------------|----------------------------------|--------------|---------|
| Warning | Class flag | 1 sound | 3 |
| Preparatory | Preparatory flag (P, U or Black) | 1 sound | 2 |
| One-minute | Preparatory flag removed | 1 long sound | 1 |
| Starting | Starting class flag removed | 1 sound | 0 |

- 10.3. The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of the port-end starting mark.
- 10.4. A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

11. CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1. For Open fleet, the Race Committee may change the position of the next mark in accordance with RRS 33, subject to the amendments detailed in this clause.
- 11.2. To change the next leg of the course, the race committee will lay a new 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.
- 11.3. There will be no change of course for the Intermediate and Novice Fleets. This changes RRS 33.

12. START/FINISH LINE RESTRICTION

- 12.1. **[DP]** Boats shall not cross the start/finish line except when preparing to start, starting, or finishing.

13. THE FINISH

- 13.1. **Open Fleet:** The finishing line will be between a staff displaying a blue flag on the race committee vessel and the course side of the finishing mark. The race committee vessel will be positioned at the starboard end of the finish line.
- 13.2. **Novice Fleet and Intermediate Fleet:** The finishing line will be between a staff displaying a blue flag on the race committee vessel and the course side of the finishing mark. The race committee vessel will be positioned at the starboard end of the start/finish line.

14. TIME LIMITS AND TARGET TIMES

- 14.1. Time limits and target times are as follows:

| Class | Race Target Time | Race Time Limit | Finish Window |
|---------------------|------------------|-----------------|---------------|
| Minnow Open | 35 minutes | 70 minutes | 10 minutes |
| Minnow Intermediate | 30 minutes | 60 minutes | 10 minutes |
| Minnow Novice | 20 minutes | 50 minutes | 10 minutes |

- 14.2. Closure of the finish window will be 15 minutes after the first boat sails the course and finishes, or after the last boat has finished (whichever is sooner). On closure of the finish window, all boats not yet finished are to return to the starting area for the next race if one is scheduled.

- 14.3. Failure to meet the target time will not be grounds for redress. This changes RRS 61.4(b).
- 14.4. Boats that are still racing at the closure of their finish window may be given an allocated place based on their position in the fleet at the time. This changes RRS 35, A4 and A5.

15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1. Protest forms are available via the ONB and at the regatta office. Protests and requests for redress or reopening a hearing shall be delivered there within the appropriate time limit.
- 15.2. 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.
- 15.3. Notices shall be posted on the ONB no later than 30 minutes after the protest time limit to inform competitors where and when there is a hearing in which they are parties to a protest or named as witnesses.
- 15.4. 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 the previous day;(b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes rule 66.

16. ARBITRATION

- 16.1. The Racing Rules of Sailing 2025-28, Appendix T shall apply with the Post Race Penalty (T1b) being amended as follows: A Post Race Penalty is 20% of the difference between a boat's finishing place and the score for a DNF rounded up to the nearest whole number. The scores for other boats shall not be changed. The penalty shall not cause a boat to be scored worse than DNF.

17. SAFETY REGULATIONS

- 17.1. Sign On and Sign Off: All boats must "sign on" before leaving the shore and "sign off" as soon as practicable after returning to the shore at the completion of the session's racing.
- 17.2. The sign on period for each class will close at the warning signal being displayed for the first race for that session on that day.
- 17.3. The sign off period for each class will close 60 minutes after the last boat has completed the last race of the session.
- 17.4. The sign on/sign off sheets shall be available in the Junior Lounge (ground floor of clubhouse) outside the changerooms.
- 17.5. [SP] Failure to sign on or sign off will result in that boat receiving a twenty percent (20%) scoring penalty calculated pursuant to RRS 44.3(c), applied without a hearing. However, no boat shall be scored worse than DSQ. For boats failing to sign on, this penalty will be applied to the first race of the session. For boats failing to sign off, this penalty will be applied to the last race of the session. If there is only one race in a session, a boat will only receive one penalty. This changes RRS A4 and A5.
- 17.6. A boat that retires from a race shall notify the race committee as soon as possible and sign off as soon as returning to shore.

18. OFFICIAL VESSELS

- 18.1. Official vessels will be marked with a BYS Burgee. Failure of an official vessel to fly an identifying flag shall not be grounds for redress by a boat. This changes RRS 61.4(b)(1).

19. [DP] REPLACEMENT OF EQUIPMENT

- 19.1. Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made in writing via the ONB to the race officer at the first reasonable opportunity.

20. [DP] SUPPORT BOATS

- 20.1. If called upon by the race officer, support boats must assist in an emergency as directed and must maintain a watch on VHF Channel 77 for Open Fleet and VHF Channel 69 for Intermediate and Novice fleet.

21. RUBBISH DISPOSAL

- 21.1. Rubbish may be placed aboard support or official boats.

22. RISK STATEMENT

- 22.1. 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.
- 22.2. All those taking part in these races are reminded of their obligations as set out in the Australian Sailing special Regulations clause 1.02 ‘Responsibility of the Person in Charge.’ The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge who must do their best to ensure that the boat is structurally sound, thoroughly seaworthy and manned by a crew who are physically fit to face the expected conditions. The owner and the person in charge must be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. The owner and the person in charge must ensure that all safety equipment is properly maintained and stowed and that the crew knows how to use it.

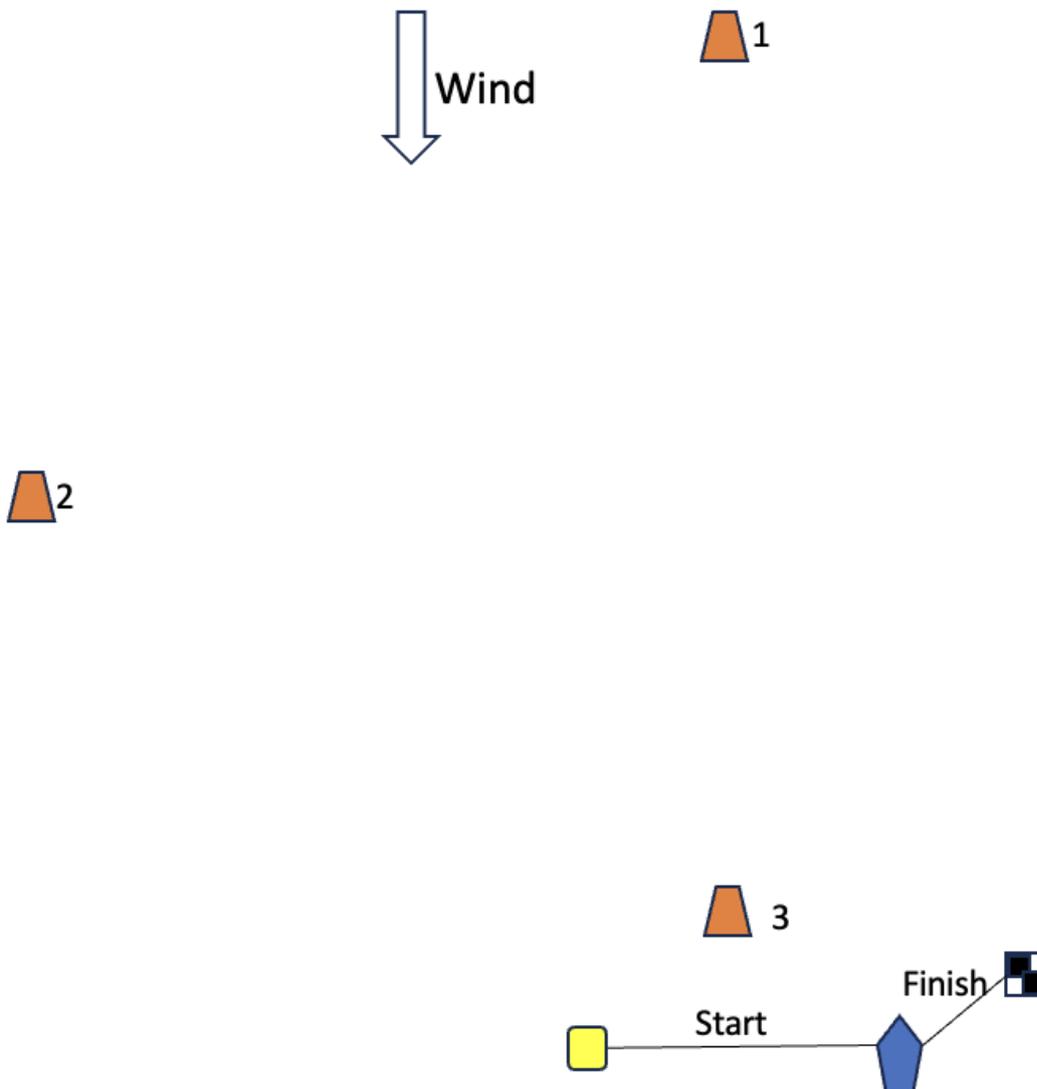
Attachment A – Marks & Course

Course Area One - Minnow Open Fleet

Course: Start – 1 – 2 – 3 – 1 – 3 – Finish

All marks are to be left to port.

| Marks | Description |
|-------------|--------------------------------|
| Start pin | Yellow pencil mark |
| Finish Pin | Black and White chequered mark |
| 1, 2, 3 | Orange conical mark |
| Replacement | Pink conical mark |



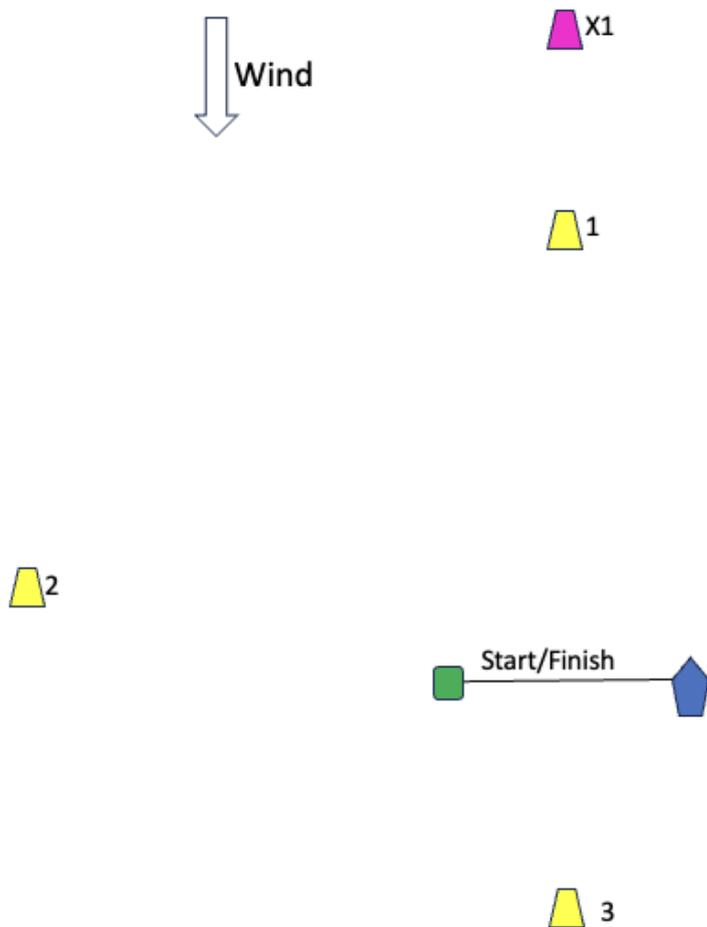
Course Area Two – Minnow Novice Fleet and Intermediate Fleet

Novice Fleet Course: Start – 1 – 2 – 3 – Finish

Intermediate Fleet Course: Start - X1 – 2 – 3 - X1 – 2 – 3 – Finish

All marks are to be left to port.

| Marks | Description |
|------------------|-----------------------|
| Start/Finish pin | Green inflatable mark |
| X1 | Pink inflatable mark |
| 1, 2, 3 | Yellow pencil mark |



Attachment B – ISAF Introductory Rules for Racing



Introductory Rules for Racing

Version 1.01 - February 2008

Some Explanations

Windward and *Leeward*: The *leeward* side of your boat is the side where your mainsail lies. The *windward* side is the other side.

Port and *Starboard tack*: You are on *port* or *starboard tack* according to your *windward* side.

Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

Basic Rules

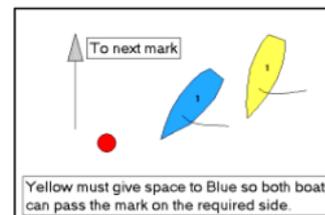
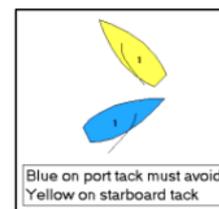
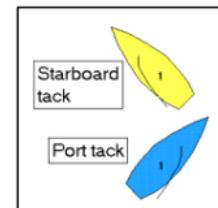
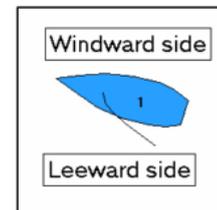
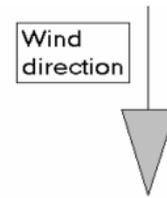
1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

Rules When Boats Meet

3. When you and the other boat are on opposite *tacks*, if you are on *port tack* you must avoid the boat on *starboard tack*.
4. When you and the other boat are on the same *tack*, you must avoid the other boat
 - (a) if she is in front of you, or
 - (b) if she is on your *leeward* side.
5. After starting, when you and the other boat approach a mark or an object that both boats need to avoid, and the other boat is between you and the mark or other object, you must give her sufficient space to pass it safely on the same side. However, when the boats are on opposite *tacks* at a windward mark, this rule does not apply.
6. When the other boat is required to avoid you, if you change course, you must give the other boat an adequate opportunity to avoid you.

Other Rules

7. At the starting signal you must be behind the starting line.
8. After the starting signal, you must sail the course described by the race organizers.
9. You must not touch a mark of the course.
10. If you think you or another boat has broken a rule or if you are unclear about the rules at any time during the race, you must describe the incident to the *advisor* after the race. The *advisor* may then add two points to the score of any boat that has broken a rule. If the offence is serious, the *advisor* may add extra points to the boat's score.



Responsibilities of Race Organizers

- (a) To run fair, enjoyable and safe races.
 - (b) To inform all the competitors about the sequence of starting signals, the starting and finishing lines, the course to be sailed and the marks to be rounded.
 - (c) To score each boat points equal to her finishing position, after adjusting for handicaps when appropriate.
 - (d) To appoint an *advisor* on the rules and procedures for racing.
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Introduction and Use

These rules are designed to stand on their own so that sailors who are starting to race can compete using only these few rules and without the need to learn the many details of the ISAF Racing Rules of Sailing (RRS). They are appropriate for small boats in sheltered waters; they are not intended for boats over 6 metres (20 feet) long when an experienced person should be alongside and able to instruct the novice helm. These rules are compatible with the principles and fundamental rules in the RRS. However, they are neither a guide to nor an abbreviated form of the RRS.

The rules are intentionally minimalist and they omit as many complications of the RRS as possible. They are written for sailors who are starting to race and with no more than 2 years of racing experience. After this period these sailors should be encouraged to sail races under the Racing Rules of Sailing.

Boats racing under these rules should race on their own course and should not share the course area or marks with boats racing under the RRS.

Unlike normal racing, there is an obligation on the race organisers to verbally brief all competitors about the marks, the course and all relevant race management matters.

The role of rules advisor is a vital part of teaching the rules. Ideally the rules advisor should be afloat and should watch the racing but, as a minimum, the advisor must be available for discussion immediately the sailors return ashore. The rules advisor may be the same person as the race officer.

The standard penalty for breaking a rule is necessarily small at this learning stage and the difficulties of penalty turns are avoided. As it is only the advisor that imposes a penalty, possible pressure on a less confident competitor while racing is avoided. Note this two place penalty applies to all errors (including starting and course errors) although there is provision for increasing the penalty to avoid any advantage being gained from the error.

Feedback

These rules are 'experimental'. Please let ISAF have your comments, criticisms and suggestions at www.sailing.org/contactisaf. The rules will be updated as required and the latest version published on the ISAF website www.sailing.org.