



BLAIRGOWRIE
YACHT SQUADRON

BYS Youth Sportsboat Sprint Series Regatta 18 - 19 April 2026

SAILING INSTRUCTIONS

The Organising Authority (OA) is the Blairgowrie Yacht Squadron (BYS).

1. RULES

- 1.1. The racing will be governed by:
- the rules as defined in the 2025-2028 Racing Rules of Sailing (RRS).
 - The prescriptions and special regulations of Australian Sailing (AS), as may be amended [DP],
 - Appendix UF, Umpired Fleet Racing – BYS Youth Sportsboat Regatta Edition will apply.

2. NOTICE TO COMPETITORS

- 2.1. The Official Notice Board is located online on the regatta page of the BYS website
<https://bys.asn.au/youth-sportsboat-regatta-2026/>

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the Sailing Instructions will be posted on the Official Notice Board at least two hours before the scheduled time for the first race on the day it will take effect and signalled in accordance with RRS Race Signals. Any change to the time of the first warning signal for the commencement of the days racing schedule will be posted by 1900 hrs on the day before the changes will take effect.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the eastern-most 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 OF EVENTS

- 5.1. Registration, racing and social schedule:

Date	Time	Event
Saturday 18 April	0800	Hardstand open for crane in
	0900 – 0915 hrs	Registration; collect regatta tops and dinner tickets
	0930 hrs	Information Briefing (Racing Lounge)
	1100 hrs	Race Session
	1800 hrs	Competitor dinner (Clubhouse)
Sunday 19 April	1100 hrs	Race Session
	Straight after racing	Crane out
	ASAP after last race	Presentation

- 5.2. On the last scheduled day of racing, no warning signal will be made after 1600 hrs.

6. CLASS FLAGS

6.1. The class flag shall be a white flag with the J70 class logo.

7. RACE AREAS

7.1. The Racing Area will be the waters of Port Philip in the vicinity of BYS, refer to Attachment A.

8. THE COURSES

8.1. The diagrams and associated notes in Attachment B show the course and marks, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2. In the event that only one of either Mark 1S, 1P, 4S or 4P are not in place, boats shall round the single mark 1 or 4 to port.

9. MARKS

9.1. The Start and Finish pin shall be a black and white checked inflatable cylindrical buoy.

9.2. Marks 1S, 1P, 4S, 4P will be orange inflatable truncated conical buoys.

9.3. Replacement mark will be a pink inflatable truncated conical buoy.

10. THE START

10.1. To alert boats that a race or sequence of races will begin soon, the orange flag will be displayed with one sound signal at least three 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 before start signal
Warning	Class Flag	1 sound	3
Preparatory	Preparatory flag	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 shall be between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of the port-end starting mark.

10.4. A boat starting later than 4 minutes after her signal will be scored Did Not Start without a hearing.

11. CHANGE TO THE NEXT LEG OF THE COURSE

11.1. The race committee may change the position of the next mark in accordance with RRS 33, subject to the amendment's details in this clause.

11.2. When the next leg of the course is changed, the race committee shall lay a new mark as described in SI 9.3 and remove the original mark(s) as soon as practicable.

11.3. If the position of Mark 1 is changed, Marks 1S and 1P may be replaced by a new single Mark 1 and boats will round the new Mark 1 and proceed directly to Marks 4S/4P or the finishing line, as appropriate.

12. THE FINISH

12.1. A blue flag flown from the race committee boat will indicate the finishing boat is on station for the finish.

12.2. The finishing line will be between a staff displaying a blue flag on the race committee boat and the course side of the starboard-end finish mark.

12.3. The race committee boat will be on the port end of the line when viewed from marks 1S and 1P.

13. CREW AND EQUIPMENT

13.1. Limitations on the crew: The crew shall consist of four or more persons. The number of crew shall not be changed during the event without written permission from the Race Committee.

13.2. Crew positioning:

- a Except for momentary sail handling and/or repair needs, crew shall remain aft of the mast while on deck.
- b Crew shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, or for any other reason, other than for temporary needs to make repairs or correct problems.
- c Not more than two crew may have their legs outboard of the sheer line.
- d When tacking or gybing, crew shall not hand, push or pull on the shrouds, mast, cockpit safety lines, stanchions or any other item to promote the manoeuvre.
- e Except in a medical emergency or momentary sail handling and/or repair needs, crew heads and shoulders shall remain above deck.

13.3. Equipment positioning:

- a The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

14. ON-WATER UMPIRING AND PENALTY SYSTEM

14.1. Appendix UF Umpired Fleet Racing – BYS Youth Sportsboat Regatta Edition will apply (Appendix C)

15. TIME LIMITS AND TARGET TIMES

15.1. The time limits and target times are as follows:

Race Time Limit	Mark 1 Time Limit	Race Target Time	Finishing Window
35 minutes	15 minutes	15 minutes	5 minutes

15.2. A boat that fails to finish within the Time Limit shall be scored DNF. This changes RRS(35).

15.3. The finish window will be 5 minutes. Closure of the finish window will be indicated by lowering of the blue flag on the finish boat at 5 minutes after the first boat sails the course and finishes, or if all boats have finished, after the last boat has finished (whichever is sooner) accompanied by 1 sound signal. 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.

15.4. If no boat has rounded Mark 1 within 15 minutes of the start signal the race may be abandoned.

15.5. Failure to meet the target time will not be grounds for redress. This changes RRS(62.1(a)).

15.6. Boats that are still racing at the closure of their finish window (but within the Race Time Limit) will be given an allocated place based on their position in the fleet at the time. This changes rules 35, A4 and A5.

16. PROTESTS

16.1. Protest forms will be available from the BYS Sailing Office.

16.2. The protest time limit will be 60 minutes after the last boat has finished the last race of the day.

16.3. Notices will be posted within 30 minutes of the protest time limit expiry to inform competitors of hearings in which they are parties or named as a witness.

17. SCORING

17.1. The Low Point System, RRS Appendix A will apply.

17.2. A maximum of 16 races is scheduled of which two (2) races are required to be completed to constitute a series.

17.3. When fewer than five races (5) have been completed, a boat’s series score will be the total of her race scores.

17.4. When between five (5) and eight (8) races have been completed, a boat’s series score will be the total of her races scores excluding her worst score.

17.5. When nine (9) races or more have been completed, a boat’s series score will be the total of her race scores excluding her 2 worst scores. This changes RRS Appendix A2.

18. SAFETY REGULATIONS

- 18.1. The sign on/sign off facility shall be via the online regatta system. Skippers will receive a unique sign on/off link at the regatta registration.
- 18.2. All boats shall SIGN ON and include all crew member details 30 minutes or more before the first scheduled warning signal each day.
- 18.3. All boats shall SIGN OFF at the earliest possible time after completion of the race session, but not later than the end of the protest time limit. A boat which retires or does not intend to continue racing is required to sign off immediately on return to the shore.
- 18.4. Boats failing to sign on in accordance with SI 18.2 shall be scored with a twenty percent (20%) scoring penalty calculated pursuant to RRS 44.3 (c) unless the Jury decides differently, applied without a hearing to a boat's first valid race of the day. This change is added to RRS A5.1.
- 18.5. Boats failing to sign off in accordance with SI 18.3 shall be scored with a twenty percent (20%) scoring penalty calculated pursuant to RRS 44.3 (c) unless the Jury decides differently, applied without a hearing to a boat's last valid race of the day. This change is added to RRS A5.1.
- 18.6. No races shall be started or continued if the average wind (measured over the previous 10 minutes) is less than 5 knots or more than 25 knots.
- 18.7. Except for when momentarily changing clothing, all crew must wear a lifejacket from the first warning signal until the end of racing for the day.

19. SUPPORT BOATS [DP]

- 19.1. Visiting coach or support vessels may be berthed at BYS for the duration of the regatta by prior application with the Sailing Office and subject to availability. Additional fees may apply.
- 19.2. Coaches and support boats must remain well away from the start area, the course area and racing areas (at a minimum of 100m) from the time of the first warning signal each day until racing has concluded for the day.
- 19.3. Competitors shall have no communication with support boats and competing boats shall not be tied to coach or support boats from the first warning signal each race day until racing has been concluded for the day.
- 19.4. Support boats shall make themselves available at all times while afloat to assist the Race Committee in the case of an emergency or rescue, as directed in person by the relevant race officer, or via VHF radio or as signalled by the flying of code flag V on the start boat. Refer to RRS 37.

20. OFFICIAL BOATS

- 20.1. Official boats will be marked with a BYS Burgee.

21. RADIO COMMUNICATION

- 21.1. All boats shall carry a marine band VHF radio capable of receiving and transmitting Marine VHF channels. The radio shall be switched on at all times and tuned to the correct race committee frequency. The race committee intends to monitor VHF radio and communicate race information to competitors. [DP]
- 21.2. Boats are required to use the VHF radio to report retirement from racing and may use the radio to request assistance in an emergency. No other transmissions are permitted by competing boats during each racing day from their warning signal until the completion of their race.
- 21.3. The race committee may use VHF radio to advise competitors of general matters relating to racing, for individual and general recalls, or for emergency or safety purposes.
- 21.4. The use of mobile phones or any device capable of sending and/or receiving external electronic communications and/or connecting to the internet is prohibited after the first warning signal on each race day until the boat has finished racing, except as provided in SI 21.2 or in an emergency threatening the safety of a crew member or the flotation of the boat.
- 21.5. The radio frequency for this regatta will be VHF Ch 69.
- 21.6. The BYS tower call sign is "Blairgowrie"
- 21.7. The race committee boat call sign is "Start."

22. PRIZES

- 22.1. Prizes will be awarded to the first three overall places.
- 22.2. Kurt Jaks Award for sportsmanship.

23. RISK STATEMENT

- 23.1. 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.
- 23.2. 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'. The safety of a boat and its crew is the sole and inescapable responsibility of the person in charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. They must be satisfied as to the soundness of the hull, spares, rigging, sails and all gear. They shall ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. They shall also nominate a person to take over the responsibilities of the person in charge in the event of his incapacitation.

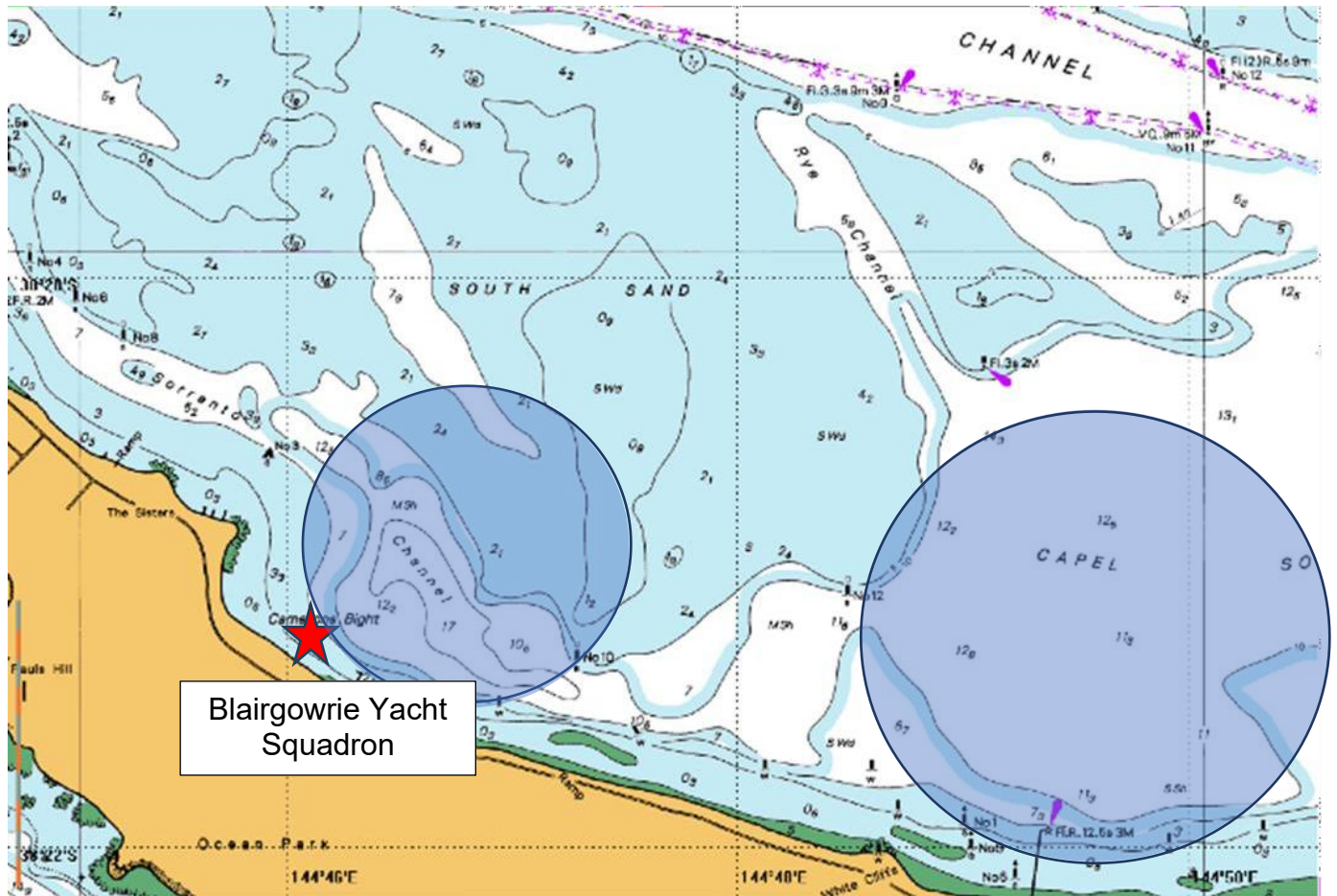
24. INSURANCE

- 24.1. Each participating boat shall be insured with valid third-party property and personal liability insurance with a minimum cover of \$10,000,000.00 per incident or the equivalent. All insurance cover shall be maintained for the period of racing. Supplied boats will include the appropriate insurance cover.

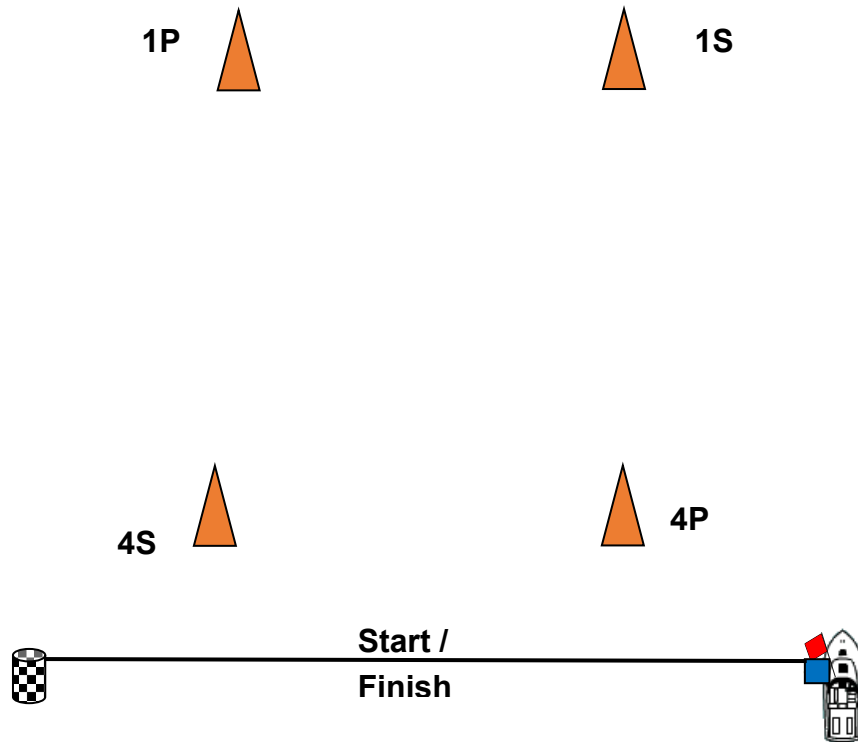
25. FURTHER INFORMATION

BYS Sailing Office: (03) 5925 9620 sailing@bys.asn.au

ATTACHMENT A – RACING AREA



ATTACHMENT B – COURSE



COURSE: Start, 1S/1P, 4S/4P, 1S/1P, Finish

Marks 1S & 1P are orange inflatable truncated conical buoys
Marks 4S & 4P are orange inflatable truncated conical buoys
Start/Finish Pin is a black/white checked inflatable buoy
Replacement mark is a pink inflatable truncated conical buoy

ATTACHMENT C – APPENDIX UF



UMPIRED FLEET RACING – BYS Youth Sportsboat Regatta Edition

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Sailing Instructions and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.3 Rule 14 is changed to:

14 AVOIDING CONTACT

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

14.2 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of 3 points on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 2 points on other boats if they consider that these boats contributed to the contact. This rule also applies to contact with a race committee vessel.

14.3 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 4 points.

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 TEST RULES

(a) The definition *Mark-Room* is changed to:

Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

(b) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

UF2.2 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'.

UF3.3 ON THE WATER PROTESTS BY BOATS AND PENALTIES

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing, unless an umpire signals in accordance with UF3.5(d). Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
 - (6) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 UMPIRE SIGNALS

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.
- (d) A J flag with one long sound means 'The umpires do not have the facts required to make a decision.'

UF3.6 IMPOSED PENALTIES

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF4.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF4.2 A boat is only entitled to a hearing when the umpires have signalled in accordance with UF4.3.

UF4.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee in the following way:

By hailing the race committee or umpire within 2 minutes of the advice of results.

UF4.4 The time limit defined in rule UF4.3 also applies to protests under rule UF4.9, UF4.10 and UF4.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF4.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF4.3.

UF4.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

UF4.7 The first three sentences of rule 64.2 are changed to: 'When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF4.8 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF4.9 The race committee will not protest a boat.

- UF4.10** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.
- UF4.11** The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.
- UF4.12** Rule 66.2 is changed to 'A *party* to the hearing under this appendix may not request a reopening.'