



BLAIRGOWRIE YACHT SQUADRON

2026 BYS FINN Winter Regatta



SAILING INSTRUCTIONS

04 – 05 July 2026

SAILING INSTRUCTIONS (SIs)

BYS FINN Winter Regatta 2026

04 – 05 July 2026

The Organizing Authority (OA) is Blairgowrie Yacht Squadron (BYS).

The notation '[NP]' in a rule in the NOR or SIs denotes that a breach of this rule will not be grounds for protest or redress by a boat. This changes RRS 60.1 and 61.1.

The notation '[SP]' in a rule in the NOR or SIs denotes that the standard penalty for a breach of the rule may be applied by the Race Committee without hearing. This changes RRS A5.

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The Australian Sailing (AS) Special Regulations Part 2 for Off the Beach Boats shall apply.
- 1.3 Appendix T, Arbitration of RRS will apply.
- 1.4 International FINN Association (IFA) Class Rule C.1.1(a) will apply. The Race Committee will display Code Flag Oscar (O) to signal Rule C1.1(a) is in effect.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs will be posted on the regatta's Official Notice Board at least two hours before the scheduled start time of the first race on the day the change takes effect and will be signaled in accordance with RRS Race Signals. Any change to the race schedule will be posted by 1800 hours on the day before it takes effect.

3 NOTICES TO COMPETITORS

- 3.1 The Official Notice Board (ONB) for the event is online on the regatta page of the BYS website <https://sailingresults.net/sa/notice/?ID=82413>.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed above 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'. This changes RRS Race Signals AP.

5 SCHEDULE OF RACES AND EVENTS

- 5.1 No warning signal will be made after 15:30 on Sunday 05 July 2026.
- 5.2 The series will comprise a maximum of six (6) races.

Saturday 04 July	Registration	10:45 – 11:00
	Competitors' briefing	11:00
	Race session warning	12:55
Sunday 05 July	Race session warning	10:55
	Presentation	ASAP after last race

6 CLASS FLAG

- 6.1 The class (division) flag will be the code flag **F**.

7 THE COURSES

- 7.1 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 marks are to be

left.

- 7.2 No later than the warning signal, the Race Committee vessel will indicate the course to be sailed by displaying the course corresponding numeral pennant and may display the approximate compass bearing from the starting line to the top mark.

8 MARKS

- 8.1 See Attachment A.

9 THE START

- 9.1 To alert boats that a race starting sequence will begin soon, an orange flag will fly from the race committee vessel, with one signal at least five minutes before a warning signal is made.
- 9.2 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 (see Attachment A).
- 9.3 A boat that does not start within 5 minutes after her starting signal, will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

10 CHANGE TO THE NEXT LEG OF THE COURSE

- 10.1 To change the next leg of the course, the Race Committee will lay a new mark as described in Attachment A 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.
- 10.2 Where mark **1** is replaced, it shall not be accompanied by a new mark **1a**.

11 THE FINISH

- 11.1 The finish line is between a staff displaying a blue flag on the Race Committee vessel at the port end, and the course side of the starboard end finish mark (see Attachment A).

12 PENALTY SYSTEM

- 12.1 Rule 44.1 and Appendix P2.1 is changed so that the Two-Turns Penalty is replaced by One-Turn Penalty.

13 TIME LIMITS AND TARGET TIMES

Class	Race Target Time	Race Time Limit	Finishing Window
Finn	40 minutes	60 minutes	15 minutes

- 13.1 The finishing window is the time for boats to finish after the first boat sails the course. Boats that are still racing at the closing of the finishing window may be given an allocated place at the discretion of the Race Committee (RC) based on their position in the fleet at the time. This changes RRS 35, A4, and A5.
- 13.2 Failure to meet the race target time will not be grounds for redress. This changes rule RRS 61.

14 HEARING REQUESTS

- 14.1 Hearing request 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.
- 14.2 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. The time will be posted on the ONB.

- 14.3 Notices will be posted on the ONB no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses, as to where and when there is a hearing.

15 [NP] SAFETY REGULATIONS

- 15.1 Sign On and Sign Off: All boats will "sign on" before leaving the shore and "sign off" as soon as practicable after returning to shore at the completion of the session's racing.
- 15.2 The sign-on period will close at the warning signal being displayed for the first race for that session on that day.
- 15.3 The sign off period will close at the close of Protest Time Limit, after the last boat has completed the last race of the session.
- 15.4 The Sign-On/Sign-Off sheets shall be available in the Junior Lounge (ground floor of clubhouse) outside the changerooms.
- 15.5 [SP] Failure to Sign-On or Sign-Off will result in that boat receiving a 5 point penalty 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.

16 [DP] REPLACEMENT OF EQUIPMENT

- 16.1 Substitution of damaged or lost equipment will not be allowed unless authorized by the Race Committee. Requests for equipment substitution shall be made in writing via the ONB at the first reasonable opportunity.

17 OFFICIAL VESSELS

- 17.1 Official vessels will display the BYS burgee.
- 17.2 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).

18 SUPPORT BOATS

- 18.1 Coaches and support boats must remain at least 100m outside the start area, the course and all racing areas from the time of the first warning signal each day until racing has concluded for that day.
- 18.2 Competitors shall have no communication with, and 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.
- 18.3 If called upon by the Race Committee, support boats must assist in an emergency as directed and must maintain a watch on **VHF Channel 77**.

19 RUBBISH DISPOSAL

- 19.1 Rubbish may be placed aboard support or official vessels.

20 RISK STATEMENT

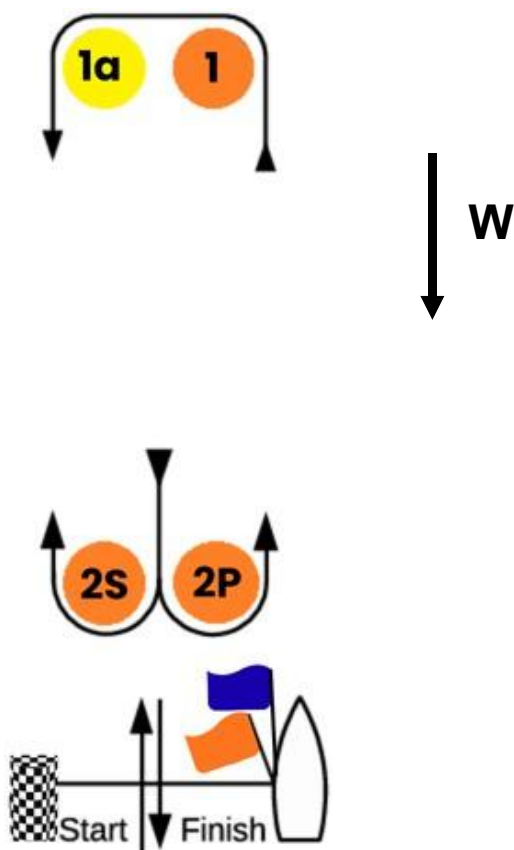
- 20.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds 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,**

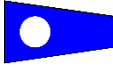
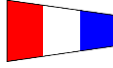
catastrophic injury or death by drowning, trauma, hypothermia or other causes.

- 20.2 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

1 Courses



Pennant	Mark Rounding Order
2 	Start – 1 – 1a – 2S/2P – 1 – 1a – Finish Downwind
3 	Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – 1 – 1a – Finish Downwind
4 	Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – 1 – 1a – Finish Downwind

2 Marks

Mark	Description	Comment
START/FINISH	B&W checked cylindrical inflatable	
Marks 1, 2S, 2P	Orange truncated conical inflatable	If a gate mark is missing, 2 will be rounded to port.
Mark 1a	Yellow cylindrical inflatable	
Replacement mark	Pink conical inflatable	For change of course