



SAILING INSTRUCTIONS



The Yachting Malta BSC International Regatta 2024 is being organised by the Birzebbuga Sailing Club Freeport, Malta and endorsed by the Malta Sailing Federation. The dates shall be from Thursday 1st February until Sunday 4th February 2024. This regatta also classifies as a ranking event within the Malta Sailing Federation Ranking Events Calendar 2024.

SP	Rules for which a standard penalty may be applied by the race committee without a hearing this changes Racing Rule of Sailing 63.1 and A5.1
NP	Rules that are not ground for protest by a boat. This changes Racing Rule of Sailing 60.1(a) and 63.1

1. RULES

- 1.1 The regatta shall be governed by '*the rules*' as defined in the **2021 - 2024 Racing Rules of Sailing (RRS)**.
- 1.2 In the event of conflict, the SI shall take precedence over the Notice of Race. This changes RRS 63.7.
- 1.3 No national authority prescriptions shall apply.
- 1.4 The first three sentences of RRS 61.1(a) shall be changed to "The protesting boat shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area, she shall hail 'Protest'. She shall inform the Race Committee at the finishing line immediately after finishing of the boat/s being protested. If the boat retires before finishing, she shall inform the Race Committee via the official boat closest to her at the same time as advising that she has retired".
- 1.5 [NP] [DP] RRS 40.1 will apply while afloat.
- 1.6 [SP] Attention is being drawn to the 2023 Optimist Class Rule 4.2 (a), (b) & (c) - Bailers, Painters and Paddles. A standard penalty of one point in the first race of the day shall be imposed without a hearing on Optimist Class competitors found not to comply with this class rule. This changes RRS 63.1.
- 1.7 RRS Appendix T Arbitration will apply and is changed as follows:
A post-race penalty is a Scoring Penalty equal to 30% of the score for DNF, or 50 % of the difference between the boat's finishing position in the race and the score for DNF, whichever is less. The Scoring Penalty is calculated as stated in RRS 44.3(c). However, RRS 44.1(a) applies.
- 1.8 English is the Official Language of this regatta. If there is a conflict between languages, the English text will take precedence.'

2. CODE OF CONDUCT

- 2.1 Competitors and support persons shall comply with any reasonable requests from a regatta official.
- 2.2 Competitors shall handle any boats or equipment provided by the organizing authority with proper care and seamanship, and in compliance with any written instructions.
- 2.3 [DP] Boats not racing shall avoid the area where boats are racing and any official boats.

- 2.4 The Organizing Authority may reduce or remove a prize in case of misconduct.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions shall be posted before 0900hrs on the day of the races affected by that change except that any changes to the schedule of races shall be posted by 1800hrs on the day before it will take effect.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official online notice board located at <https://www.racingrulesofsailing.org/events/7308>.
- 4.2 Notices may also be repeated on the notice board at the race office at the BSC clubhouse and in a whatsapp group. Failure to repeat notices in this way will not be ground for protest. This changes RRS 62.1a

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore shall be displayed on the BSC main flagpole.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals **AP**.
- 5.3 [NP] [DP] Flag **D** displayed with one sound means the warning signal will be made in not less than 60 min. Boats will not leave their berths until this signal is made

6. ADDITIONAL IDENTIFICATION - OPTIMIST IODA NOVICE CATEGORY

- 6.1 [DP] [NP] For the whole duration of the regatta, each competitor in the Novice Category is required to display a Green ribbon permanently fixed and free to fly from the top of the sprit. The ribbons shall be supplied by the Race Office.

7. SCHEDULE

- 7.1 The regatta race schedule shall be as follows:

DATE	SCHEDULE	TIME
Wednesday 31 st January 2024	Onsite Registration Window 1	1800 – 2000hrs
Thursday 1 st February 2024	Onsite Registration Window 2	0800 – 1000hrs
Thursday 1 st February 2024	1 st Race warning signal	1100hrs
Friday 2 nd February 2024	1 st Race warning signal	- TBA -
Saturday 3 rd February 2024	1 st Race warning signal	- TBA -
Sunday 4 th February 2024	1 st Race warning signal	- TBA -

*TBA – To be announced

- 7.2 A briefing for coaches and team leaders shall be held on Thursday 1st February 2024 at 0900hrs at the club house.
- 7.3 A maximum of four races (**4**) races per day in each class shall be sailed on any one day.
- 7.4 A maximum of twelve (**12**) races in each class are being scheduled for the whole event.
- 7.5 No warning signal shall be made later than 1500hrs on the last day of the regatta unless as a continuation of the starting signals of a race for which a warning signal was given before 1500hrs.

8. CLASS FLAGS

8.1 Class flags shall be as follows:

CLASS	FLAG
Optimist IODA - Open Category	White flag bearing a blue IODA class logo
Optimist IODA - Novice Category	International Code Flag "R"
ILCA 7 Class	White flag bearing a red ILCA class logo
ILCA 6 Class	Green flag bearing a red ILCA class logo
ILCA 4 Class	Yellow flag bearing a red ILCA class logo

9. RACING AREAS

- 9.1 The designated racing area shall be any of areas A, B or C as illustrated in Appendix I. Area selection shall solely depend on the prevailing wind conditions of each racing day of the regatta.
- 9.2 To indicate the selected racing area, International Code Flags "A", "B" or "C" together with individual Class Flags shall be displayed ashore together with Flag D.
- 9.3 The Race Committee may decide to change racing areas whilst afloat. In this case, competitors shall follow the Race Committee Boat when the International Code Flag "L" is displayed until it takes up its position at the starting area.

10. THE COURSES

- 10.1 The diagrams in Appendix IIa, b & c show the courses that may be used, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2 For all course configurations, the leeward marks may be replaced by a leeward gate.

11. MARKS

- 11.1 Optimist IODA Course:
- 11.1.1 Marks 1, 2, 3, 3a, shall be inflatable orange or red buoys.
 - 11.1.2 The starting marks will be the race committee vessels and an inflatable orange or red buoy.
 - 11.1.3 The inflatable orange or red buoy designated, as Mark 2, shall be used as a finishing pin end mark for finish line F2.
 - 11.1.4 A small orange marker buoy shall be used as a finishing pin end mark for Finish line F3.
 - 11.1.5 Mark 3a will be an inflatable cylindrical orange buoy.
- 11.2 ILCA Course:
- 11.2.1 Marks 1, 2, 3 and 4 shall be inflatable orange or red buoys.
 - 11.2.2 A small orange marker buoy shall be used as the start pin end mark.
 - 11.2.3 A small orange marker buoy shall be used as a finishing pin end mark for the finish line.
- 11.3 A race committee boat signalling a change of a leg of the course is a mark as provided in SI 14.2
- 11.4 In case of a missing mark at a gate, the remaining mark should be rounded, leaving the mark to port. This changes RRS 28.1.
- 11.5 For Course A Marks 1 and 2 will be inflatable orange or red buoys. The Start line will be between signal masts displaying orange flags on race committee vessels. The Finish line will be between a committee finish boat displaying a blue flag to starboard and a Mark with a blue flag to port.
- 11.6 Red conical marks are autonomous; these marks will go back to original position if they are dragged or otherwise moved off station. Routine movement of autonomous marks will not be grounds for redress. This



includes minor readjustments and marks returning to station after having been pushed or dragged away by a competitor.

12. AREAS OF OBSTRUCTION

- 12.1 As illustrated in Appendix IV, four **(4)** areas of obstruction lie within racing area A:
- 12.1.1 Fish Farm – Situated near the approaches of Fort St. Lucian foreshores.
 - 12.1.2 Enemed Refuelling Dolphin – Situated just midway between Fort St. Lucian and Delimara power station.
 - 12.1.3 Il Hagra Reef – Situated close to the approaches of Fort St. Lucian foreshores.
 - 12.1.4 The area enclosed within the two cardinal marks and the Malta Freeport Terminals.

13. THE START

- 13.1 Optimist IODA course:
The starting line shall be between a staff displaying an orange flag on the race committee vessel and either a staff displaying an orange flag, or the course side of a starting Mark at the pin end.
- 13.2 ILCA course:
The starting line shall be between the race committee signal boat's mast, displaying an Orange flag and the course side of the port end pin end mark.
- 13.3 To alert boats that a race or sequence of races will begin soon, an Orange flag shall be displayed with one sound signal at least five (5) minutes before the warning signal is displayed.
- 13.4 [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 50 meters from the starting line and marks in all directions.
- 13.5 [DP] [NP] Boats that have finished shall return directly to the starting area or ashore, keeping well clear of all boats still racing and of all boats whose warning signal has been made.
- 13.6 A boat starting later than 4 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5 and 63.1.

14. CHANGE OF NEXT LEG OF THE COURSE

- 14.1 To change the next leg of the course, the race committee will (a) move the 'smart mark' (b) lay a new mark, (c) move the finish line, or (d) move the leeward gate. When a new mark is laid, the original mark will be removed as soon as practically possible. When in a subsequent change a new mark is replaced, it shall be replaced by the original mark.
- 14.2 [DP] Except at a Gate, boats shall pass between the committee boat, signalling the change of next leg and the nearby mark, leaving the mark to port and the committee boat to starboard. This changes RRS 28.1.

15. THE FINISH

- 15.1 The finish line will be between a staff displaying a blue flag on the finish boat and the finishing Mark

16. PENALTY SYSTEM

- 16.1 Appendix P special procedures for rule 42 will apply, RRS P2.2 and P2.3 will not apply and RRS P2.1 will

apply to all penalties.

17. TIME LIMITS AND TARGET TIMES

17.1 Time Limits, Target Times and Finishing Window are as follows:

RACE TIME LIMIT	MARK 1 TIME LIMIT	RACE TARGET TIME	FINISHING WINDOW
75 minutes	30 minutes	40 – 45 minutes	20 minutes

17.2 If no boat has passed Mark 1 within the Mark 1 time limit, then the race will be abandoned.

17.3 Boat failing to finish within the time stated in the Finishing Window after the first boat sails the course and finishes shall be scored Did Not Finish (DNF). This changes RRS 35, A4 and A5.

17.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a)

18. PROTESTS AND REQUESTS FOR REDRESS

18.1 Protests shall preferably be submitted online via https://www.racingrulesofsailing.org/protests/new?event_id=7308. Protest forms for handwritten submissions shall also be available at the race office. Any hearing requests shall be delivered to the race office in writing within the published protest time limit.

18.2 The protest time limit is 60 minutes after the last boat on each race course area has finished the last race of the day or the Race Committee signal no more racing today, whichever is later. When the signal “no more racing today” is displayed ashore, the protest time limit is 30 minutes after the signal is displayed. This changes RRS 62.2. However on the last scheduled day of racing a request for redress based on a protest committee decision will be delivered no later than 30 min after the decision was posted.

18.3 Notices will be posted within 40 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings shall be held at the Race Office located at the BSC clubhouse. Hearings can be scheduled starting from 20 minutes before the protest time limit if parties are available. No protest hearings will start after 2100hrs.

18.4 A list of boats that have been penalized under Appendix P for breaking RRS 42 will be posted on the Official Notice Board.

18.5 A list of breaches and the associated standard penalties is listed in Appendix III. This changes RRS 60.1, 63.1 and A5.1.

18.6 An International Jury will be appointed in accordance with RRS Appendix N, and the decisions of the International Jury will be final as provided in RRS 70.5.

19. SCORING

19.1 Three **(3)** races are required to be completed in order to constitute a regatta in each class.

19.2 When **Fewer than Four** races have been completed; a boat's series score will be the total of her race scores.

19.3 When **Four or more** races have been completed; a boat's series score will be the total of her race scores excluding her worst score.

19.4 To request correction of an alleged error in posted race or regatta results, a boat shall complete a scoring enquiry online at https://www.racingrulesofsailing.org/scoring_inquiries/new?event_id=7308 or handwritten on a form available at the race office.

20. SAFETY REGULATIONS



- 20.1 [DP] [NP] Any competitor who retires from a race shall notify the race committee at the first reasonable opportunity before leaving the racing area and shall complete the relevant form available at the Race Office within the protest time limit.
- 20.2 For each day of competition, the coaches or team leaders and individually registered sailors 18 years or over shall notify the Race Office of the boats not intending to race on the day, before International Code Flag “D” is displayed ashore.
- 20.3 [DP] [NP] Unless prior consent from Marsaxlokk Port Control (VTS) is duly given to the Race Committee before each race being held, no competitor shall roam or sail before, during and even after any races inside the Out of Bounds shaded area, as illustrated in Appendix IV. This may cause an obstruction to the free movement of heavy shipping, in which case, safety and support boats will direct the fleets accordingly as directed by the race committee.
- 20.4 [DP] [NP] In the event of imminent shipping movements, any instructions to clear the area should strictly be adhered to. Any boat which is deemed likely to cause difficulty to shipping will be towed out of the area by the appointed race officials.
- 20.5 Competitors who require assistance shall blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who in their opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes RRS 62.1(a).
- 20.6 When International Code Flag “V” is displayed, RRS 37 shall apply. All official, support and coach boats shall monitor the VHF Event Safety Channel 72 and assist in safety cover as required.
- 20.7 [DP] [NP] At the end of racing and before returning to shore base, each coach or supporting person shall ensure that every sailor in their team is accounted for and inside the harbour. They shall communicate this information to the safety officer before escorting their team to shore.
- 20.8 [DP] [NP] Sailors will make use exclusively of their own numbered trolley once ashore
- 20.9 [DP] [NP] Boats shall be kept in their assigned places in the dinghy boat park next to the premises of the Birzebbuga Sailing Club. Boats shall not be moved from their parking spaces towards the launching ramps until the respective individual Class Flag is displayed under International Code Flag “D” and as instructed by the Beach Master.
- 20.10 Sailors shall have a printed number securely fixed to their trollies. Which number will correspond to their sail number.

21. CHECK-OUT AND CHECK-IN PROCEDURE

- 21.1 The Team Leader or coach of each team shall individually Check-Out each competitor in their team each day before racing, beginning two hours before the scheduled warning for the day, by signing beside their own name in the space provided on the required form and marking an X beside the name of each of the competitors on their team that will be leaving the venue to race.
- 21.2 The Team Leader or coach of each team shall individually Check-In each competitor in their own team each day after racing immediately upon returning to shore but no later than the protest time limit, by personally signing beside their own name in the space provided on the required form and marking an X beside the name of each of the competitors on their team that have returned to the venue after racing.
- 21.3 [SP] Each competitor is individually responsible for his Team Leader or coach to comply with SI 21 .1. A standard penalty of one point in the first race of the day shall be imposed without a hearing on competitors for failure to comply with SI 21.1. This changes RRS 63.1.
- 21.4 [SP] Each competitor is individually responsible for his Team Leader or coach to comply with SI 21.2. A standard penalty of one point in the last race of the day shall be imposed without a hearing on competitors for failure to comply with SI 21.2. This changes RRS 63.1.

22. REPLACEMENT OF EQUIPMENT



- 22.1 [DP] [NP] Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity
- 22.2 Substitution of damaged equipment may be permitted provided the relevant form has been completed at the Race Office and both the damaged and the substitute equipment has been inspected by the Race Committee.
- 22.3 If the substitution was made on the water between races, both the damaged and the substituted equipment shall be presented to the Race Committee after the end of the day's racing. The substitution is subject to the approval of the Race Committee given retrospectively.

23. CHARTERED BOATS

- 23.1 Competitors sailing on charter boats shall use the boats according to Section 16 of the Notice of Race.
- 23.2 [DP] Competitors sailing on charter boats shall report any damage or loss of equipment, however slight, to the Organising Authority's representative immediately after landing the back ashore.
- 23.3 Failure or loss of chartered equipment will not be grounds for a request for redress. This changes RRS 62.1 (a).
- 23.4 Hulls, foils, and dagger boards of chartered and non-chartered equipment shall not be cleaned using any substance other water.

24. OFFICIAL BOATS

- 24.1 Only Official boats appointed by the race committee are allowed on the course areas, these shall display numbered flags provided by the Race Committee or S for dedicated safety, 'P' for Press and 'J' for Jury boats.

25. SUPPORT BOATS

- 25.1 Team leaders, coaches and other support persons shall stay a minimum of 100m from areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 25.2 When a race committee or Jury member indicates that a support vessel should move further away from the course area, that support vessels shall do so immediately.
- 25.3 [DP] [NP] Competitors shall not approach any boat other than an official boat or registered support boat from their first warning signal of the day until they finish their last race of the day or the Race Committee signal no more racing today, whichever is later.
- 25.4 Support persons intending to use support boats, shall register for accreditation at Race Office and carry a functioning VHF marine transceiver set on VHF Channel No. 72 for Optimist class course area or VHF Channel 73 for ILCA course area at all times whilst afloat.

26. RADIO COMMUNICATION

- 26.1 [DP] [NP] A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones, radios, hand or other visual or verbal signals from spectator boats or outsiders.
- 26.2 The only exception to SI 26.1 is in case of distress or safety situations that might arise whilst racing.

27. TRASH DISPOSAL



- 27.1 In addition to RRS 47, trash may be placed aboard support and official boats. Water bottles should be tied into boats using shock cord to prevent loss during manoeuvres.

28. PRIZES

- 28.1 Prizes shall be awarded in accordance with Section 16 in the Notice of Race.

29. DISCLAIMER OF LIABILITY

- 29.1 Competitors and support team members participate in the regatta entirely at their own risk. See RRS Rule 3, "Decision to Race". The organizing authority will not accept any liability for damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 29.2 The Organizing Authority and any other party involved in the organization of the regatta accept no liability whatsoever for any injury, damage, loss, or claim whether personal or material, incurred by or inflicted to participants before, during or after the regatta.
- 29.3 The fact that the race committee will provide rescue boats will not remove from competitors the responsibility they have accepted by participating in this regatta.
- 29.4 By launching, competitors are aware of the inherent element of risk involved in the sport and accept responsibility for exposing themselves and their boat to such inherent risk whilst taking part in the event. Additionally, by launching, they are also confirming that their boats are sound and seaworthy for the weather conditions whilst racing, properly fitted out according to the class rules design and regulations.
- 29.5 It is the competitors' responsibility to familiarize themselves with any risks specific to the venue or this regatta drawn to their attention in any rules and information produced for this venue or event, and to attend any safety briefings held for the event.

30. INSURANCE

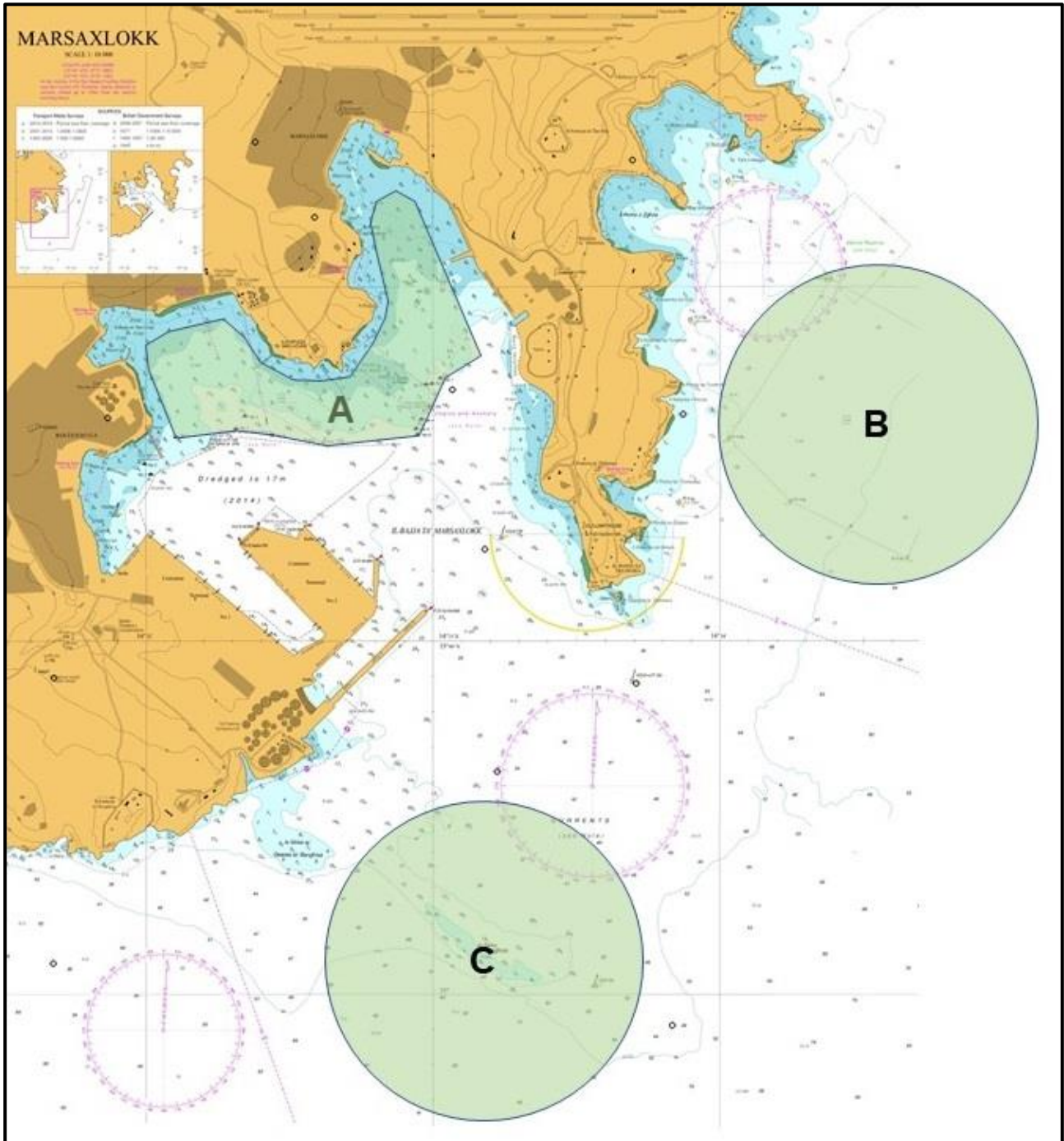
- 30.1 [NP] Insurance is mandatory. The owner or charterer of a boat intending to take part in the regatta shall hold a valid marine legal liability insurance policy with respect to the boat whilst racing.

31. RIGHT TO USE NAMES AND LIKENESS

- 31.1 By participating in this regatta, a competitor automatically grants to the Organising Authority and the Event Sponsors the right in perpetuity to make, use and show at their discretion any motion pictures, still pictures and live, taped or filmed television and other reproductions of him or her during the regatta, and of all of his or her material related to the regatta, without compensation.

APPENDIX I

Racing Areas



The areas A, B and C are the designated Racing Areas for this regatta.

APPENDIX IIa

Course Configurations Optimist IODA Class

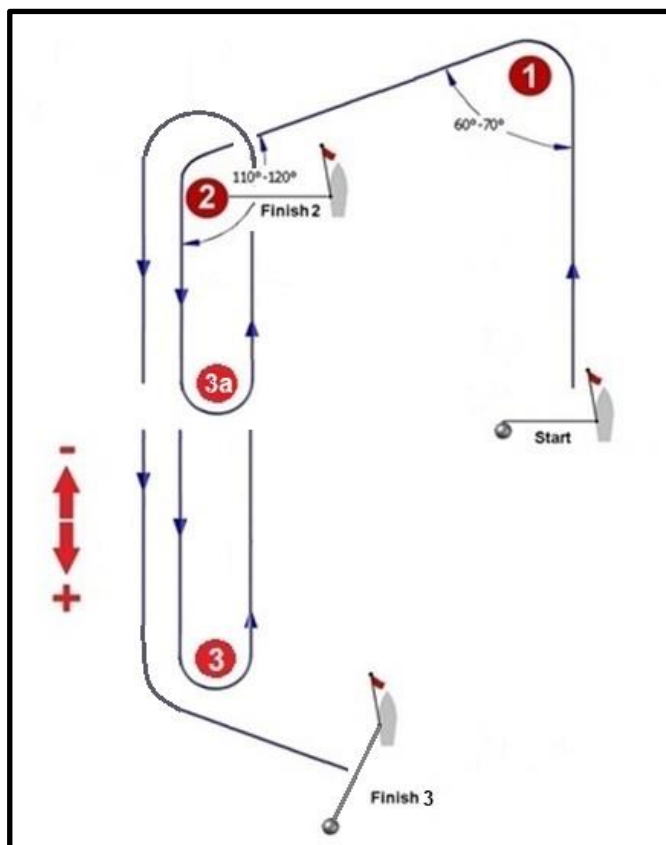


Illustration of the course configurations for the Optimist IODA class only
The **Optimist** course configurations must be sailed leaving all marks to **PORT** as follows:

Novice Category:

Course 1: **Start - 1 - 2 - 3a - Finish F2**

Course 2: **Start - 1 - 2 - 3 - Finish F2**

Course 3: **Start - 1 - 2 - 3 - Finish F3**

Open Category:

Course 1: **Start - 1 - 2 - 3 - Finish F2**

Course 2: **Start - 1 - 2 - 3 - 2 - 3 - Finish F2**

Course 3: **Start - 1 - 2 - 3 - 2 - 3 - Finish F3**

Mark 3 may be replaced with a gate.

APPENDIX IIb

Course Configurations

ILCA Classes

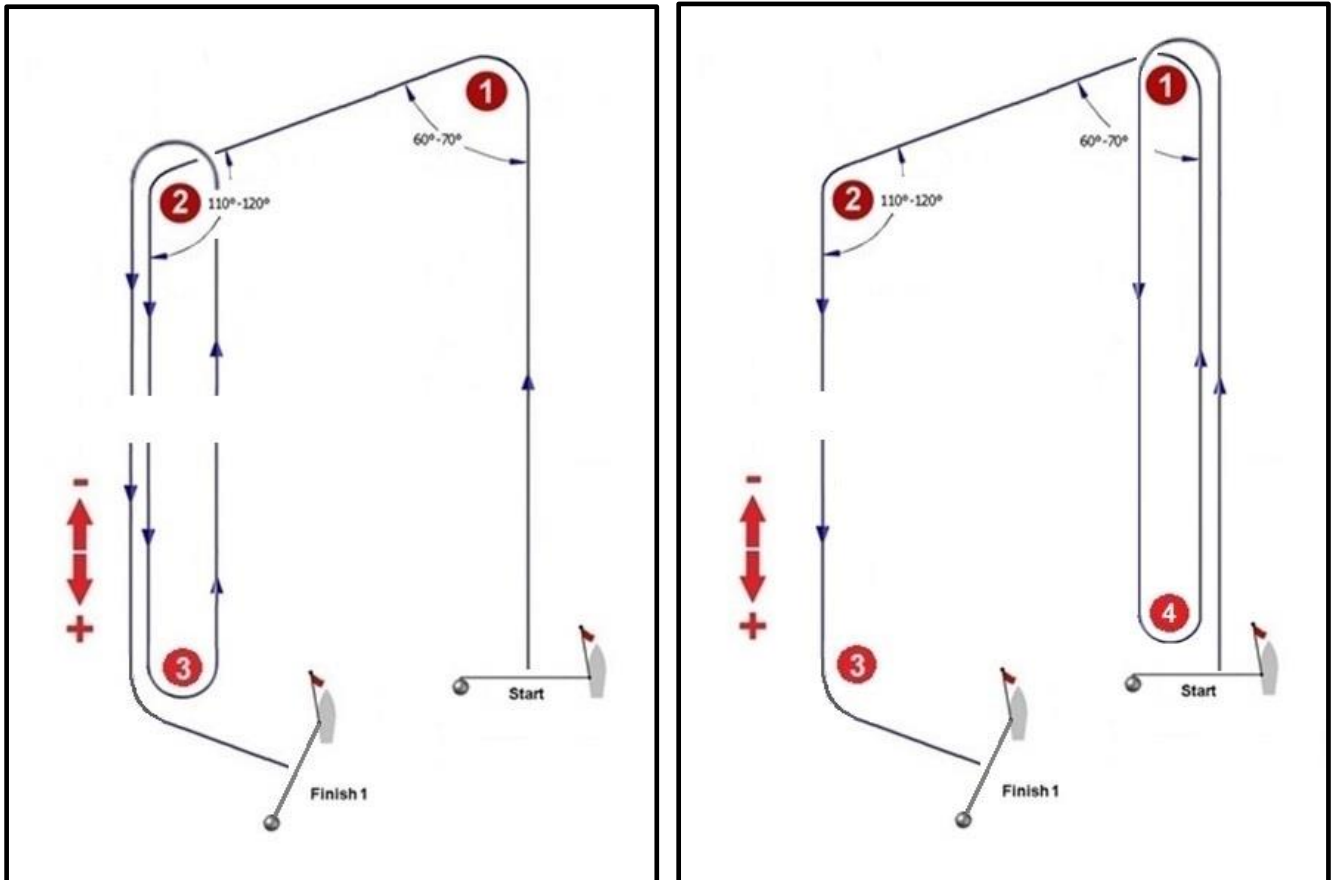


Illustration of the course configurations for the ILCA classes only

Course configurations for the **ILCA classes** must be sailed leaving marks to **PORT** as follows:

Course 1 - OL (Outer Loop): **Start - 1 - 2 - 3 - 2 - 3 - Finish F1**

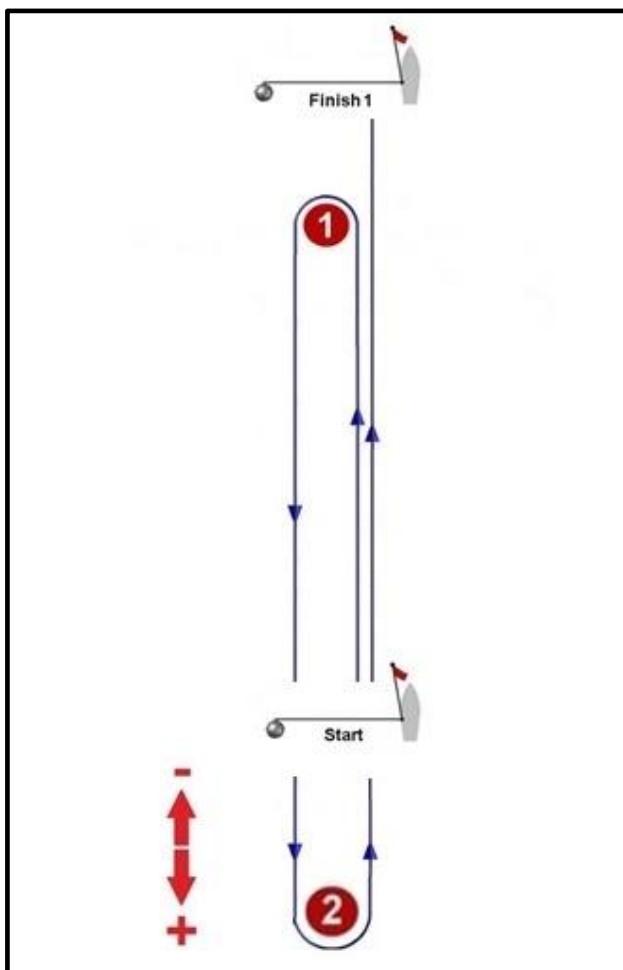
Course 2 - IL (Inner Loop): **Start - 1 - 4 - 1 - 2 - 3 - Finish F1**

Leeward Marks may be replaced with gates.

APPENDIX IIc

Windward Leeward Course Configurations

All Classes



Windward /Leeward Course configurations for **all classes** must be sailed leaving all marks to **PORT** as follows:

Course W1: **Start - 1 - 2 - Finish F1**

Course W2: **Start - 1 - 2 - 1 - 2 - Finish F1**

Course W3: **Start - 1 - 2 - 1 - 2 - 1 - 2 - Finish F1**

Course W4: **Start - 1 - 2 - 1 - 2 - 1 - 2 - 1 - 2 - Finish F1**

Mark 2 may be replaced with a gate.

APPENDIX III

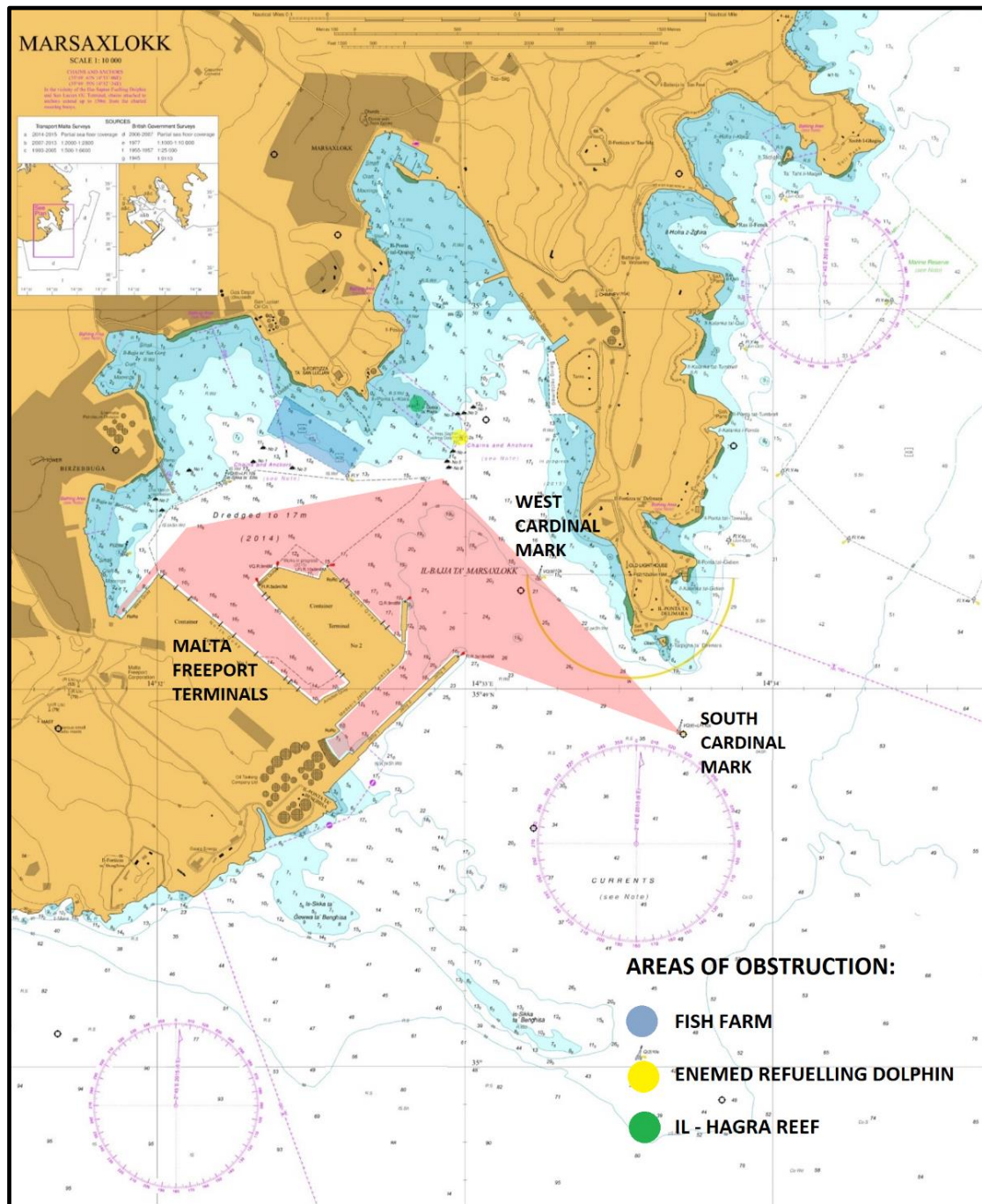
Race Committee Standard Penalties [SP]

In accordance with SI 18.5, the Race Committee will initially apply the following Standard Penalties:

SI 1	RULES	
1.6	IODA 4.3 (a), (b) & (c) Absence of Bailer, Paddle or Painter whilst afloat.	1 point scoring penalty per day
SI 21	CHECK-OUT AND CHECK-IN PROCEDURE	
21.3	Failure to Check-Out at Race Office	1 point scoring penalty from the 1st race of the day
SI 21	CHECK-OUT AND CHECK-IN PROCEDURE	
21.4	Failure to Check-In at Race Office	1 point scoring penalty from the last race of the day

APPENDIX IV

Restricted areas and areas of obstruction



The light red shaded area between the two Cardinal Marks and the Malta Freeport Terminals is strictly out of bounds as per SI 20.3