



BSC Keelboat Sailing Instructions 2026-27

The Organising Authority (OA) is the Balmain Sailing Club(BSC)

1 Rules

- 1.1 Racing shall be governed by:
- a) the rules as defined in *The Racing Rules of Sailing*
 - b) the prescriptions and special regulations of Australian Sailing(AS)
 - c) the Marine Safety (General) Regulation 2016
 - d) the appropriate appendix:
 - Appendix A West Harbour Series
 - Appendix B Friday Twilight Series
 - Appendix C Friday Afternoon Series
 - Appendix D Spring Main Harbour Race
 - Appendix E Balmain Regatta
 - Appendix F Autumn Islands Race
 - Appendix G Parramatta River Race
 - e) the appropriate course maps:
 - Friday Twilight Series Course Maps
 - West Harbour Series Course Maps

2 Responsibility

All those taking part in these races do so at their own risk and responsibility. The Organising Authority, and their respective officers, employees, volunteers and members accept no liability for any injury, loss or damage that may be suffered by any competitor, and any liability for harm to persons that results from breach of an express or implied warranty that the series and all services relating thereto will be conducted or rendered with reasonable care and skill is excluded.

3 Communication

- 3.1 The official notice board will be the Sailsys Series Noticeboard.
- 3.2 All boats shall carry a working VHF radio.
- 3.3 On the water, the race committee intends to monitor and communicate with competitors using VHF radio
- 3.4 Notices to competitors and changes to sailing instructions will be posted on the official notice board and communicated to entrants via email and/or mobile message no later than 1 hour before the start of the event.

4 Eligibility and Entry

- 4.1 Entry is open to all monohull yachts with a minimum length of six (6) meters.
- 4.2 Skippers and crew must be financial members of the BSC or an AS recognised club, or apply for and receive a temporary membership using [Sail PASS](#) to comply with the Australian Prescriptions of the RRS 46.
- 4.3 The Skipper or Person in Charge is required to enter crew contact details in the [Sailsys Crew Register App](#).
- 4.4 The Skipper or Person in Charge is required to attend a compulsory Skippers Briefing (annually) , conducted by a club affiliated with Australian Sailing.
- 4.5 Entrants must enter , and pay the appropriate fee, using the SailSys Entry System on BSC website at least 3 hours prior to competing in an event.
- 4.6 Entry fees will not be refunded if a race is not sailed.
- 4.7 Entrants must hold a valid AS Category 7 - Australian Sailing Special Regulations and Equipment audit form.

5 Fees

Fees will be advised in the relevant Appendix.

6 Crew Limitations

Boats will have a minimum of 2 crew in any race.

7 Schedule

7.1 BSC will conduct the following Series and Standalone Races during the season

- a) West Harbour Series (3) Spring, Summer , Winter
- b) Friday Twilight Series (2) Pre-Christmas, Post Christmas
- c) Friday Afternoon Series (5) Spring, Pre-Christmas, Post-Christmas, Autumn, Winter
- d) Standalone Races (Spring Main Harbour, Balmain Regetta, Autumn Islands Race, Parramatta River Pursuit

7.2 Race Dates, Divisions & Race Start Times will be listed in the relevant Appendix.

8 Equipment

8.1 Entrants must hold a valid AS Category 7 (or higher) Special Regulations Equipment Audit Form and it shall be the responsibility of the boat owner to maintain this minimum standard of safety for the period of the event in which it is an entry.

8.2 Boats that do not have navigation lights permanently fitted are required to comply with AS Special Regulations 3.23.4 and carry portable navigation lights capable of being attached to the boat.

8.3 Anchors shall not be carried at the bow or on the deck of any racing keelboat. The penalty for this will be disqualification. This changes RRS 52.

8.4 Sail Numbers

- a) The use of a sail displaying a sail number different to the sail number used when entering shall be notified to the RC before the start of a race.
- b) A boat which displays an incorrect sail number and has not notified the RC may not be recorded as starting
- c) A boat whose sail numbers are not clearly legible or are not of a contrasting colour to the body of the sail may not be recorded as starting or finishing.

9 Courses

Courses will be listed in the relevant Appendix or Series Maps.

10 Marks

10.1 Marks will be listed in the relevant Appendix or Series Maps

10.2 The 'clubhouse' start/finish line is a transit line defined by triangular leading marks on the BSC's clubhouse deck and building.

11 Obstructions

11.1 The following areas or objects will be regarded as obstructions for the purposes of Part 2 of the RRS but the list is not exhaustive. Obstructions include:

- a) The area of water between swing moorings and the shoreline shall be considered as prohibited water for all boats after the preparatory signal and throughout the race.
- b) All navigation marks rank as obstructions and shall be passed on their designated side. In circumstance where a navigation mark is located at or near the junction of two channels, this clause shall apply to both channels. The water between a navigation mark and the adjacent shore or hazard shall be considered a continuing obstruction.
- c) The area of water bounded by Snapper Island, Spectacle Island, and the pylons within, shall be considered a continuing obstruction.
- d) The area of water between the pylons located to its north and the shore of Spectacle Island shall be considered a continuing obstruction.

11.2 Infractions under SI rules 11.1 cannot be exonerated. The penalty will be disqualification without a hearing. This changes RRS 63

12 The Start

- 12.1 The Starting Signals and Times will be detailed in the relevant Appendix.
- 12.2 It is the responsibility of all boats to check their scheduled start times before each race.
- 12.3 The start lines will be detailed in the relevant Appendix.
- 12.4 Boats shall avoid the starting area until her scheduled start time.
- 12.5 The RC may disqualify any boat not complying with SI 12.4 without a hearing. This changes RRS 63.
- 12.6 A boat that is towed or uses her motor to propel the boat after the preparatory signal shall carry out a minimum 360 degree turn (including one tack & one gybe), keeping clear of all other boats, after ceasing to be towed or using her motor and before starting. This changes RRS 42.1.
- 12.7 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS).
- 12.8 Recalls
 - a) There will be no recall signal, however any boat on the course side of the starting line at her starting signal and not returning and starting in accordance with the rules will be penalized 3 minutes or more without a hearing. This changes RRS 29 and 30.
 - b) The race committee may advise competitors of recalls on VHF. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes RRS 61.4(b)(1).
 - c) In the case of a General Recall the restart for that division will follow the start of all other divisions with the Warning Signal for the re-starting division corresponding with the Start Time of the previous division. This changes RRS 29.2

13 Changes to the Next leg of the Course

- 13.1 Races may be shortened as per RRS 32.2 or at the BSC clubhouse finish line.
- 13.2 Times recorded at the BSC clubhouse finish line may be used as Finish Times at the discretion of the RC. Where this is applied, the first lap or second lap will be considered a shortened course. This changes RRS 32.2. This does not require an 'S' Flag to be displayed at the start.

14 The Finish

Details in the relevant Appendix.

15 Time Limits

- 15.1 Details in the relevant Appendix.
- 15.2 Prior to the first race signal of the day, the RC may cancel a race for any reason.
- 15.3 Notice of Cancellation will be communicated via email and/or via a text message platform.

16 Hearing Requests

- 16.1 Protests shall be handed to a member of the RC, in person, within 2 hours after the time limit for that race, or must be submitted by via email racing@balmainssailingclub.com before 1100 hours on the first working day following the day of the race protested.
- 16.2 Hearings will be held on the Wednesday evening following receipt of a protest and will be held at the BSC Club at 1800hrs or as directed by the Protest Committee.

17 Scoring

- 17.1 The Low Point scoring system RRS Appendix A applied subject to the following amendments:
 - a) A boat that came to the starting area and was on the course side (OCS) of the starting line at her starting signal, and does not restart, and finishes a race shall have a Scoring Penalty (OCS) applied that shall be the score it would have received without that penalty, made worse by three (3) minutes. This changes RRS 29.1
 - b) A boat still racing when her finishing window expires will be scored points equal to the number of boats finishing within the time limit plus 1, but no more points than the number of starters. Such boats will be scored Time Limit Expired (TLE). This changes RRS 35, A4, A5 and A10.
 - c) Prior to the time limit expiring, the RC may offer the score of TLE to boats still racing that the RC consider may not make the time limit. This changes rule 28.1, 35, A4, A5 and A10.
 - d) When a race is abandoned after the start and not re-sailed, boats that started shall not be scored.
 - e) Upon prior written application to the RC, a boat which competes in an event of significant national or interclub

importance, as determined by the RC, may receive average points (AVG) for any series race/s missed.

17.2 Handicapping

- a) The performance handicapping system (PHS) used by the BSC is the default handicap system (Sailsys)
- b) The Race Director (RD) will determine each boat's handicap
- c) A boat's handicap may be adjusted based on race performance or for changes in equipment, skipper, ownership.
- d) A boat's handicap shall not be grounds for redress. This changes RRS 61.1

17.3 Series Scoring

- a) A minimum of 3 races are required to be completed to constitute a series
- b) A boat shall discard the highest score according to scheduled race progress in the series as per below table
 - First Drop 4
 - Second Drop 7
 - Third Drop 10
 - Fourth Drop 15
 - Fifth Drop 19
- c) Tied point scores for 1st, 2nd, 3rd at the end of a series shall be broken in accordance RRS Appendix A Rule A8.
- d) Casual entrants will be included in the race results but will have no impact on the series point scores.

18 Divisions

18.1 The numbers of Divisions will be detailed in the relevant Appendix.

18.2 The RO will determine the division to which a boat is allocated . This shall not be grounds for redress. This changes RRS 61.1

19 Risk Statement

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 Insurance

Entrants must be covered by current Third-Party Property Liability insurance and Third Party Personal Liability insurance of not less than \$10,000,000 (ten million) for each separate incident. All insurance cover shall be maintained during the period of racing.

21 Results , Trophies and Prizes

21.1 Provisional results will be published on the BSC website (www.balmainsailingclub.com)

21.2 Errors must be directed to the RC (racing@balmainsailingclub.com) within the protest time limit.

21.3 Prizes will be awarded to the first, second and third placed boats in each division, after each race, excluding the Friday Afternoon Series.

22 Other Instructions

22.1 In accordance with RRS 42.3(i), a boat may briefly use an engine or any other method of propulsion while racing, to avoid interfering with commercial traffic, or if she has run aground, or to avoid running aground or to avoid a collision, provided the boat does not gain a significant advantage

22.2 A boat shall notify the RC if they retire from a race. Infringements of this clause will result in disqualified (DSQ) without a hearing. This changes RRS 63.

23 Competitors Declaration

23.1 It is the responsibility of owners and skippers to ensure that each boat nominated on the entry complies with the rules as defined in the Racing Rules of Sailing. Each competitor who enters the event declares to the Organising Authority that the nominated boat will at all times while racing comply with the requirements of Australian Sailing and the Sailing Instructions, including:

- a) RRS 46
- b) the Australian Sailing Special Regulations
- c) be covered by current Third-Party Property Liability insurance and Third-Party Personal Liability insurance of not less than \$10,000,000 (ten million) for each separate incident. All insurance cover shall be maintained during the period of racing
- d) the person who enters the boat with the Organising Authority warranting to the Organising Authority that he or she will draw the attention of any person who competes on the boat the subject of the entry in any event conducted by the Organising Authority to the
- e) the person who enters the boat with the Organising Authority acknowledging receipt of the Risk Statement (SI 19.1) and releasing the Organising Authority from any claim or liability whatsoever for any harm or personal injury suffered by him, or by any person claiming through him, in any event conducted by the Organising Authority.

NSW Maritime - Ship and Ferry Activated Exclusion Zone

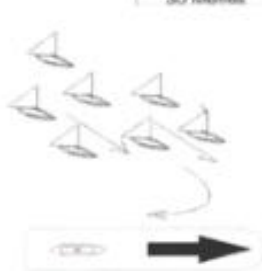
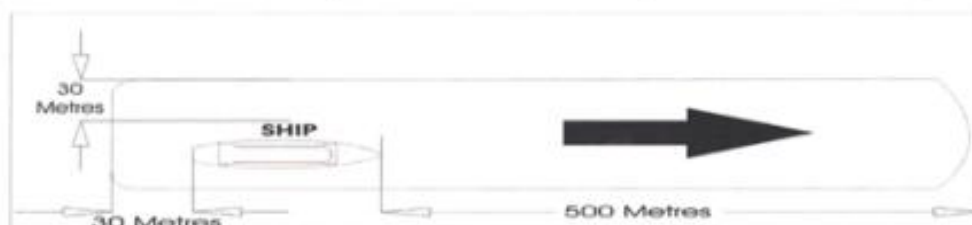
- 1 Be Safe
- 2 Observe Navigation (Collision) Regulations 1983 NSW and in particular Rule 1(b) and Rule 2(a)(b) i.e. Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.
In complying with these Rules due regard shall be had to all dangers if navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.
What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible for taking avoiding action to prevent a collision.
- 3 Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary give priority to the Ferry. Pass well clear of the ferry
- 4 Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun ensure you remain within sight of the officer of the watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 200-400m from the bows of very large ships
- 5 Shipping Sound Signal Meanings

One short blast	I am altering course to starboard (right)
Two shorts blasts	I am altering course to port (left)
Three short blasts	I am operating engines aster
Five (or more) short blasts	I am unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision

Condition 100

ADDITIONAL CONDITIONS SAILING EVENTS

- All competitors **must** maintain a minimum distance of **500m** from the bow of any ship¹ and **200m** from the bow of any ferry² and no less than 30m from the sides/stern of any ship or ferry underway.
- The Aquatic Licensee must ensure that all competitors receive a briefing in relation to the requirement to keep clear of ships and ferries.
- Vessels are not to navigate between moorings whilst competing.



**SHIP & FERRY ACTIVATED
EXCLUSION ZONE**

¹ Oil tankers & Seagoing Cruise Ships

² Other seagoing commercial vessels such as the James Craig or a ferry operating in accordance with an approved timetable