



BIRZEBBUGA SAILING CLUB

crosscraft

crosscraft Spring Regatta 2026

Sailing Instructions

The Crosscraft Spring Regatta 2026 is being organised by the Birzebbuga Sailing Club Freeport (BSC) under the auspices of the Malta Sailing Federation (MSF). The event dates shall be Saturday 11th and Sunday 12th April 2026. This regatta also classifies as a ranking event within the official Malta Sailing Federation ranking event calendar 2026.

SP	Rules for which a standard penalty may be applied by the race committee without a hearing this changes Racing Rule of Sailing A5.1
DP	Rules for which the penalties are at the discretion of the Protest Committee.
NP	Rules that are not ground for protest by a boat. This changes Racing Rule of Sailing 60.1 and 63.2a

1. RULES

- 1.1 The regatta shall be governed by 'the rules' as defined in the **2025 - 2028 Racing Rules of Sailing (RRS)**.
- 1.2 In the event of conflict the **Sailing Instructions (SI)**, and any amendments thereto shall take precedence over the Notice of Race. This changes RRS 63.5 (c) 2.
- 1.3 Appendix P shall apply and is changed thus; P 2.1 shall apply to the first and each penalty thereafter. P2.2 and P2.3 shall not apply.
- 1.4 No national authority prescriptions shall apply.
- 1.5 In addition to RRS 60.2(a) 1 a protesting boat 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".
- 1.6 [DP] [NP] RRS 40.1 will apply when afloat.
- 1.7 [SP] [NP] Attention is being drawn to the 2025 Optimist Class Rule 4.3 (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 A5.1
- 1.8 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.
- 1.9 A boat intending to take a post-race penalty shall deliver a written declaration identifying the race and incident to the race office.
- 1.10 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 on the Official Notice board before 0900hrs on the day of the races affected by that change.
- 3.2 Any changes to the schedule of races shall be posted by 1900hrs on the day before it will take effect.

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**, except when sailing on race area A, where '1 minute' is replaced with 'Not less than 20 minutes' in Race Signals **AP**.
- 5.3 Boats shall not leave their allocated berths until launching. Launching shall only be permitted after International Code Flag "D" together with the individual Class Flag is hoisted ashore.

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 provided by the Race Office.

7. RACING FORMAT

- 7.1 All constituted classes shall race in Single Series of races. .

8. SCHEDULE

- 8.1 The regatta race schedule shall be as follows:

DATE	SCHEDULE	TIME
Saturday 11 th April 2026	Onsite Registration Window	0830 – 1000hrs
Saturday 11 th April 2026	1 st warning signal	1100 Hrs
Sunday 12 th April 2026	1 st warning Signal	TBA
Sunday 12 th April 2026	Prize giving Ceremony	1800hrs

*TBA – To be announced

- 8.2 A briefing for coaches and team leaders shall be held on Saturday 11th April at 0900hrs at the club house.
- 8.3 A maximum of four **(4)** races per day shall be sailed on any one day.
- 8.4 A maximum of six **(6)** races in each class are being scheduled for the whole event.
- 8.5 No warning signal shall be made later than 16:30 hrs on the last day of the regatta.



9. CLASS FLAGS

9.1 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
RS FEVA XL Class	International Code Flag G 
Topper	Topper class Flag

10. RACING AREAS

- 10.1 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 and sea conditions of each racing day of the regatta.
- 10.2 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.
- 10.3 For Racing Area A, the course configuration selection shall be restricted to the race configurations listed in Appendix IIc for all classes.
- 10.4 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.

11. THE COURSES

- 11.1 The diagrams in Appendix IIa, b & c show the courses that may be used, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 11.2 For the Optimist IODA course configurations, Mark 3 may be replaced by a leeward gate. For ILCA course configurations, Mark 4 may be replaced by a leeward gate.
- 11.3 For Windward Leeward courses the leeward Mark may be replaced by a gate.
- 11.4 By not later than the preparatory signal, the Race Committee signal boat shall display the course number. This changes Racing Rule of Sailing 27.1

12. MARKS

- 12.1 Optimist IODA Course:
 - 12.1.1 Marks 1, 2, 3, 3a, shall be inflatable orange or red buoys.
 - 12.1.2 The starting marks will be the race committee vessel and an inflatable red or orange Mark.
 - 12.1.3 The inflatable buoy designated, as Mark 2, shall be used as a finishing pin end mark for finish line F2.



- 12.2 ILCA & RS FEVA XL Course: Marks 1, 2, 3 and 4 shall be inflatable orange or red buoys.
- 12.3 A race committee boat signalling a change of a leg of the course is a mark as provided in SI 15.1
- 12.4 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

13. AREAS OF OBSTRUCTION

- 13.1 As illustrated in Appendix IV, four **(4)** areas of obstruction lie within racing area A:
 - 13.1.1 Fish Farm – Situated near the approaches of Fort St. Lucian foreshores.
 - 13.1.2 Enemed Refuelling Dolphin – Situated just midway between Fort St. Lucian and Delimara power station.
 - 13.1.3 Il Hagra Reef – Situated close to the approaches of Fort St. Lucian foreshores.
 - 13.1.4 The area enclosed within the two cardinal marks and the Malta Freeport Terminals.
 - 13.1.5 [DP] [NP] Boats and support vessels shall not sail within this area.

14. THE START

- 14.1 The starting line shall be between a signal mast displaying an orange flag on the race committee vessel and the course side of an inflatable red or orange buoy
- 14.2 To alert boats that a race or sequence of races will begin soon, an Orange flag shall be displayed with one sound signal five (5) minutes before a warning signal is displayed.
- 14.3 [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.
- 14.4 [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.
- 14.5 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.

15. CHANGE OF NEXT LEG OF THE COURSE

- 15.1 [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.

16. THE FINISH

- 16.1 Optimist IODA Course:
The finish line (F2) shall be between a race committee finishing boat's signal mast displaying a Blue flag and the course side of Mark 2.
- 16.2 ILCA and Rs Feva :
The finish line shall be between the committee boat's signal mast, bearing a Blue flag and the course side of a finishing mark at the starboard end of the line.
- 16.3 For race area A course configuration, the Finish line (F1) shall be between a race committee finishing boat's signal mast bearing a Blue flag and the course side of the finishing mark.
- 16.4 [DP] [NP] Boats that have finished racing shall sail to the waiting area to port of the pin end start mark well clear of the race course, without interfering with the boats racing or about to start in the starting area.



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
60 minutes	30 minutes	40 - 45 minutes	15 minutes

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

17.3 Boats 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 61.1

18. PROTESTS AND REQUESTS FOR REDRESS

18.1 Requests for hearings shall be submitted online at https://racingrulesofsailing.org/protests?event_id=14345 However in exceptional cases requests for hearings may also be submitted in writing at the race office.

18.2 For each class the protest time limit is 60 minutes after the last boat in that class 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 hoisted ashore, the protest time limit is 30 minutes after the signal is hoisted.

18.3 Notices will be posted within 30 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 hearing will start after 2100hrs.

18.4 A list of breaches and the associated standard penalties is listed in Appendix III.

19. SCORING

19.1 The Low Point Scoring system of Appendix A shall apply.

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

19.3 When:

One to Three races have been completed; a boat's series score will be the total of her race scores.

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 submit a scoring inquiry online via https://www.racingrulesofsailing.org/scoring_inquiries/new?event_id=14345

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 on https://www.racingrulesofsailing.org/retirements?event_id=14345 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 61.1(a).
- 20.6 RRS 37 applies and when International Code Flag “V” is displayed all official, support and coach vessels shall monitor the race committee **VHF channel 72** for search and rescue instructions.
- 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.

21[NP] [SP] CHECK-OUT AND CHECK-IN PROCEDURE

- 21.1 The Team Leaders 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 Leaders 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 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 A5.1.
- 21.4 [SP] Each competitor is individually responsible for his Team Leader 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 A5..1

22, REPLACEMENT CREW or EQUIPMENT

- 22.1 [DP] [NP] Substitution of crew is only allowed in doublehanded classes, and only with prior approval of the race committee.
- 22.2 [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
- 22.3 Substitution of damaged equipment may be permitted provided the relevant form has been submitted online through https://www.racingrulesofsailing.org/equipment_substitutions/new?event_id=14345 or at the Race Office and both the damaged and the substituting equipment has been inspected by the Committee.
- 22.4 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, TRACKERS

Trackers may be picked up from the race office by the coaches or team leaders from 9:00am. They should be rinsed in fresh water and returned to the race office immediately upon returning to shore for recharging.

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 [DP] [NP] 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 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 (team leaders, coaches, parents, guardians and other support personnel) intending to use support boats, shall register for accreditation at Race Office and carry a functioning VHF marine transceiver set on VHF Channel 72

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. BERTHING

- 27.1 [DP] [NP] Boats shall be kept in their assigned places in the dinghy boat park within 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.
- 27.2 Sailors shall have their launching trolleys clearly numbered in their club colour. Which number will correspond to their sail number.
- 27.3 The bottom of the mast should also be marked with a similarly coloured clearly visible band.
- 27.4 The colours chosen for trolley numbering is
- Birzebbuga Sailing Club - Red
 - Malta Young Sailors Club - Blue
 - Royal Malta Yacht Club - Yellow
 - Vikings Sailing Club - Black



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. Competitors and their boat intending to take part in this regatta shall hold a valid third-party liability insurance policy with a minimum cover of 1,500,000Eur or equivalent thereof in any other currency.
- 30.2 Each competitor is wholly and exclusively responsible for ensuring third party liability insurance on the boat that he or she is sailing and for his or her personal accident and health insurance

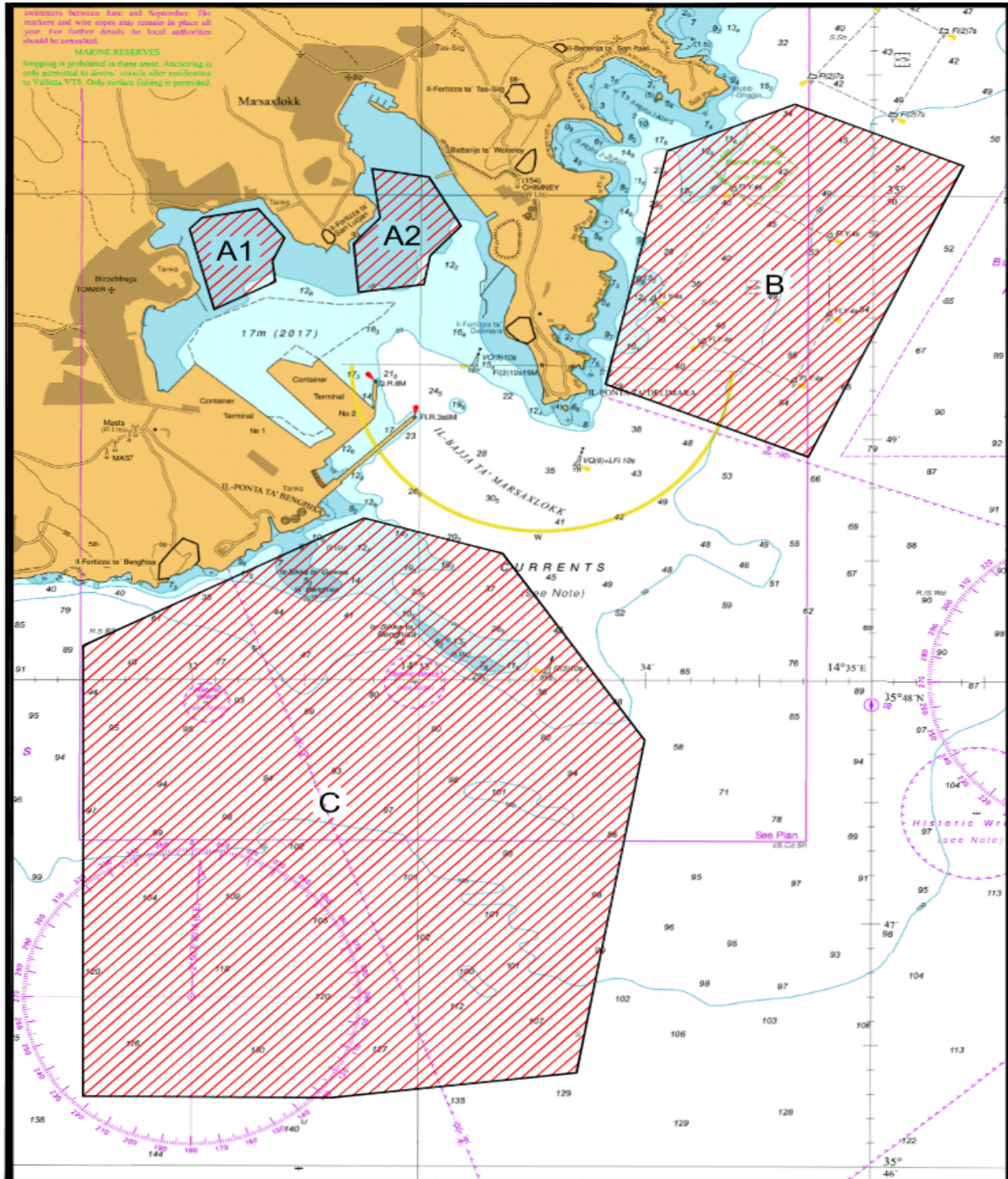
31. RIGHT TO USE NAMES AND LIKENESS

- 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

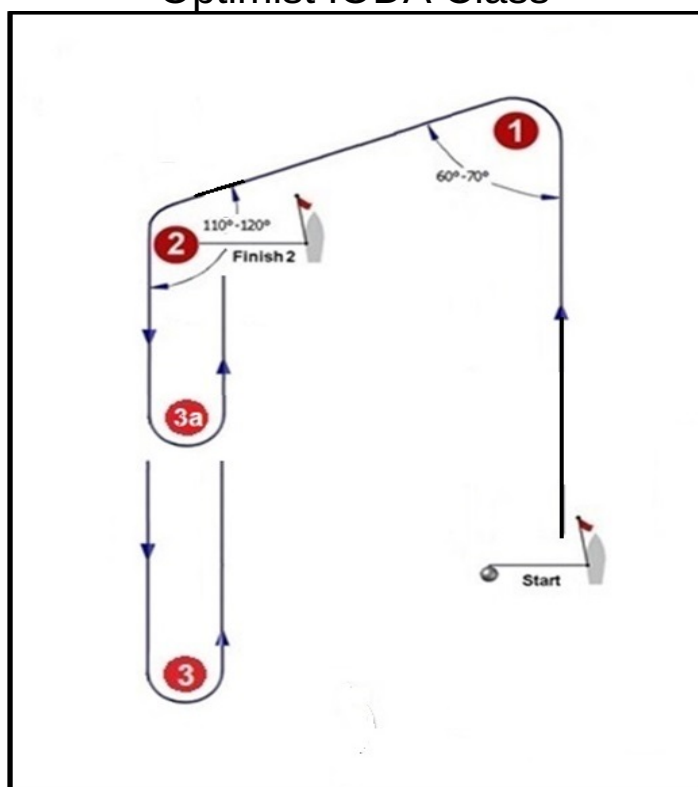


Illustration of the course configurations for the Optimist IODA class only

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**

Open Category:

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

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

Marks 3 may be replaced with a gate.

APPENDIX IIb

Course Configuration ILCA

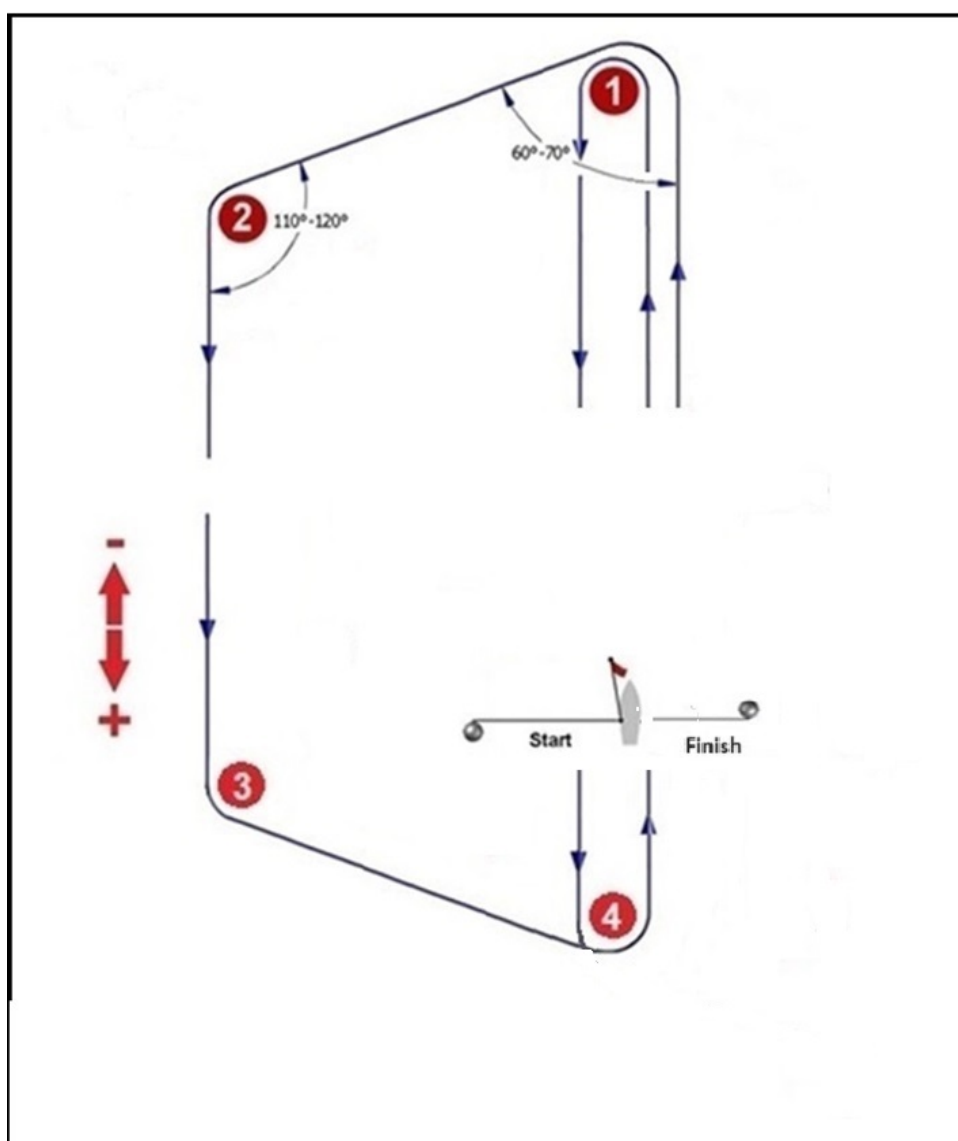


Illustration of the course configurations for the ILCA classes only

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

Course 1: **Start - 1 - 2 - 3 - 4 - 1 - 4 - Finish**

Course 2: **Start - 1 - 2 - 3 - 4 - 1 - 4 - 1 - 4 - Finish**



APPENDIX IIc

Windward Leeward Course Configurations Topper and RS Feva

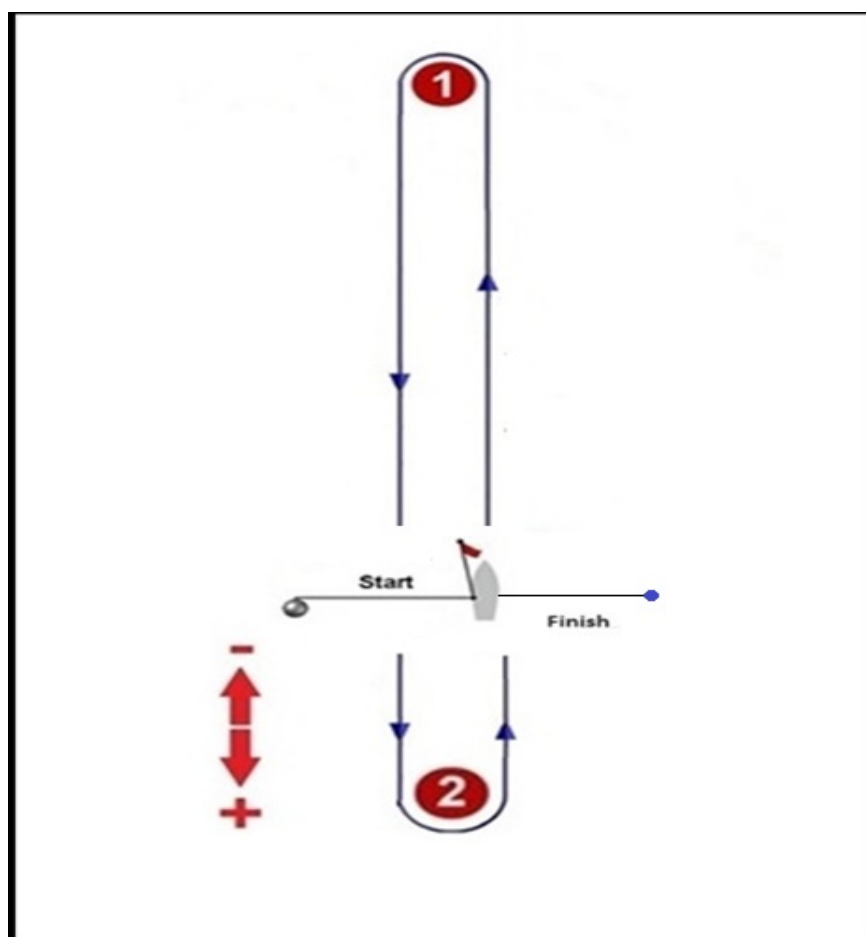
Windward /Leeward Course configurations for **all classes** must be sailed leaving all marks to **PORT** as follows:

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

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

Course 3: **Start - 1 - 2 - 1 - 2 - 1 - 2 - Finish F1**

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APPENDIX IIe

APPENDIX III

Race Committee Standard Penalties [SP]

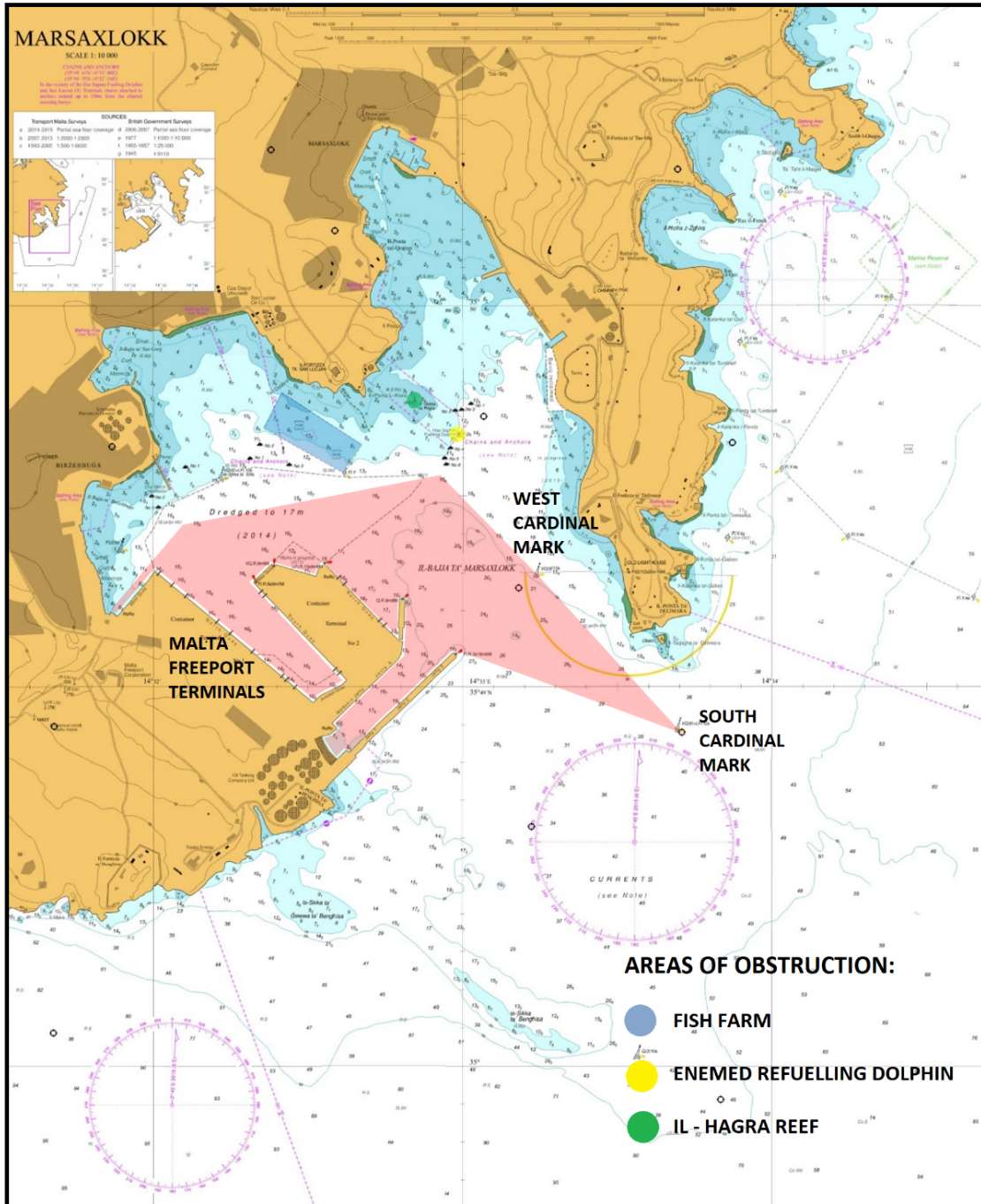
In accordance with SI 18.4, the Race Committee will initially apply the following Standard Penalties:

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