



SINGAPORE YOUTH SAILING CHAMPIONSHIPS

SINGAPORE SAILING FEDERATION

14 – 17 MARCH 2026

NATIONAL SAILING CENTRE, SINGAPORE

Notice of Race (NoR)

The event website will be at: <https://www.sailing.org.sg/events/303339>

[NP] denotes a rule that shall not be grounds for protests by a boat and for which the Protest Committee may refuse to hold a hearing. This changes RRS 60.1 and 63.2(a).

1. RULES

- 1.1. The event will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*. Other documents under RRS Definition: Rule (g) include:
 - 1.1.1. [NP] The Maritime and Port Authority of Singapore (MPA) Regulations, wherever they might apply.
 - 1.1.2. [NP] The Support Team Regulations (STR) in NoR Addendum B will apply.
- 1.2. If there is a conflict between languages, the English text takes precedence.

2. SAILING INSTRUCTIONS

- 2.1. The sailing instructions will be available after 1800h on 6 March 2026 at the official notice board.

3. COMMUNICATIONS

- 3.1. The online official notice board is located at:
<https://www.racingrulesofsailing.org/documents/12142/event?name=Singapore%2520Youth%2520Sailing%2520Championships%25202026>
- 3.2. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. ELIGIBILITY AND ENTRY

- 4.1. The event is open to all boats of the following classes or fleets:

<i>Pathway / Category</i>	<i>Class / Fleet</i>
Junior Single-handed Dinghy	Optimist Gold Fleet
	Optimist Silver Fleet
	ILCA 4
Youth Single-handed Dinghy	ILCA 6 / ILCA 7

- 4.2. Competitors shall be under the age of 21 years on 31 December 2026 (born after 31 December 2004).
- 4.3. [NP] All Singaporean competitors are required to have at least an SSF: Opti-Racer certification for Optimist Dinghy competitors; a Dinghy Proficiency Level 1 for One Person Dinghy competitors. Foreign competitors are required to have similar proficiency certifications.
- 4.4. [NP] Competitors may be asked by the Organising Authority to show proof of their sailing proficiency certifications on their first racing day upon sign-out to launch. An entry can only be confirmed or deemed completed when the boat has shown proof of sailing proficiency. The Organising Authority may reject or cancel the entry of a boat or exclude a competitor for failure to show proof of sailing proficiency before or during the event when requested to do so.
- 4.5. [NP] For the Optimist class, it is the responsibility of the competitors to participate in the correct fleet corresponding to their [National Ranking](#). No ranking points will be awarded to a competitor who participates in the incorrect fleet.
- 4.6. Optimist sailors listed in the SingaporeSailing Optimist Gold Fleet national ranking shall sail in the Gold Fleet; all other ranked sailors shall sail in the Silver Fleet.
- 4.7. International Optimist entrants who are not residents in Singapore will be assigned to the Gold Fleet.
- 4.8. The Organising Authority may cancel the event for a class if a minimum of six (6) entries have not been received before the final registration day for the event. Competitors of cancelled events will be notified of the cancellation. The entry fees for cancelled classes will be refunded.
- 4.9. All competitors must have a valid Singapore Sailor ID to register. Overseas competitors without one must apply at: <https://www.sailing.org.sg/registration>
- 4.10. To enter the event, the eligible boat must complete the online registration form and pay all fees by the closing date, 1 March 2026, 2359h: <https://www.sailing.org.sg/events/303339>

4.11. Entry requirements to races - RRS 75:

4.11.1. According to the Racing Rules of Sailing (RRS) 75, boats shall be entered in a race by:

- a. A member of a club or other organisations affiliated with a World Sailing member national authority;
- b. Such a club or organisation; or
- c. A member of a World Sailing member national authority.

4.12. By entering the event, the competitors agree to be bound by *The Racing Rules of Sailing* and all other *rules* that govern this event.

5. Fees

5.1. The required entry fees are as follows:

Event	Entry Fee (By 8 February 2026, 2359h)
Single-Handed Dinghy	\$136

5.2. An additional late fee of \$68 on top of the Entry Fee will apply to any entry for which full payment is not received by 8 February 2026, 2359h

6. [DP][NP] ADVERTISING

- 6.1. Competitor advertising will be restricted to the World Sailing Advertising Code.
- 6.2. Boats may be required to display advertising chosen and supplied by the Organising Authority.

7. FORMAT

- 7.1. The event will consist of a Single Series for all classes in a Fleet Race.
- 7.2. Excluding the Optimist Silver Fleet, if there are more than 70 entries in a category, the opening series will be divided into a qualifying series and a final series.

8. SCHEDULE

8.1. The schedule of activities will be as follows:

<i>Date</i>	<i>Time</i>	<i>Activity</i>	<i>Venue</i>
14 March	0930h	Team Leaders, Coaches, Briefing	NSC Auditorium
14 March	1800h	Opening Ceremony (Dinner)	NSC Boat Hangar
14 - 17 March	1200h	First Warning Signal	Refer to Addendum A for the race area assignment

15 - 17 March	1000h	Team Leaders & Coaches, Briefing	NSC Auditorium
17 March	1830h	Prize Presentation	NSC Boat Hangar

8.2. Number of Races:

<i>Fleet Race</i>	<i>Total Races</i>	<i>Maximum Races per Day</i>
Optimist Gold Fleet / ILCA 4 / ILCA 6 / ILCA 7	12	4
Optimist Silver Fleet	10	3

8.3. On the last scheduled day of racing, no warning signal will be made after 1600h.

9. EVENT VENUE AND RACE AREA ASSIGNMENTS

9.1. The event will be hosted at the National Sailing Centre, located at 1500 East Coast Parkway, Singapore 468963.

9.2. NoR Addendum A shows the location of the racing area.

10. COURSES

10.1. For the Optimist Gold Fleet, the course to be sailed will be the IODA trapezoid course.

10.2. For the Optimist Silver Fleet the course to be sailed will be a windward/leeward course.

10.3. For the ILCA classes, the courses to be sailed will be trapezoid, or windward/leeward courses

11. PENALTY SYSTEM

11.1. RRS P2.3 will not apply, and RRS P2.2 is changed so that it will apply to any penalty after the first one.

11.2. The intention is to appoint an international jury as provided in RRS Appendix N.

11.3. The right of appeal from a protest committee decision is denied as provided in RRS 70.3.

12. SCORING

12.1. One (1) race per class/fleet is required to be completed to constitute a series.

- 12.2. (a) When fewer than five (5) races are completed, a boat's event score will be the total of her race scores.
- (b) When five (5) to nine (9) races are completed, a boat's event score will be the total of her race scores, excluding her worst score.
- (c) When ten (10) or more races are completed, a boat's event score will be the total of her race scores, excluding her two (2) worst scores.

13. OFFICIAL AND SUPPORT PERSON VESSELS

- 13.1. Official vessels will be identified as follows:

<i>Vessel</i>	<i>Identification</i>
Race Committee	Yellow flag with a black letter corresponding to the Course Area
Jury/Umpires	White flag with black letters "J" or "JURY"
Rescue/Safety	"Course Marshall"
Media	White flag with black letters "MEDIA"
Principal Race Officer	White flag with black or red letters "PRO"

- 13.2. Actions by official vessels, drones, or helicopters shall not be grounds for requesting redress by a boat. This changes RRS 61.1(a).
- 13.3. [NP][DP] Support person vessels will be identified with a numbered Green flag.
- 13.4. [NP][DP] Support teams, including all support persons and support person vessels, shall comply with the Support Team Regulations (STR) in NoR Addendum B.

14. BERTHING

- 14.1. [DP] Boats shall be kept in their assigned places while in the boat park.

15. EQUIPMENT INSPECTION

- 15.1. [DP] Each boat shall be available for equipment inspection at the boat park daily from 14 to 17 March 2026, from 1000h to the display of the Delta Flag.
- 15.2. Boats may be inspected at any time throughout the event at the discretion of the measurer.
- 15.3. The equipment described in Addendum C may be inspected.

16. 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.

17. [NP] LIABILITY AND INSURANCE

- 17.1. Singapore Sailing Federation, owners, affiliates, officers, employees, agents, committee persons, and race officials acting in the official capacities do not accept liability for loss of life or property damage, or personal injury or damage caused by or arising out of the event. Competitors take part in the event at their own risk.
- 17.2. The establishment of the Notice of Race and Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat she is sailing.
- 17.3. All competitors shall maintain their boats in a safe and seaworthy condition.
- 17.4. A competitor shall be of good health and a competent sailor capable of racing in open water in all conditions, including strong winds.
- 17.5. At-fault occurrences to other boats are the responsibility of the helmsman. Competitors are not covered by any liability insurance provided by the Organising Authority and should provide their coverage for personal goods and liability protection. The Organising Authority recommends that competitors consult their insurance carriers to ensure they are covered at this event, and regarding additional personal liability insurance coverage.
- 17.6. A competitor is recommended to have personal accident and health insurance that covers them while attending the event and while racing.
- 17.7. The Organising Authority is not responsible for verifying the status or validity of certificates.

18. INDEMNIFICATIONS

To the fullest extent permitted by law, each competitor agrees to indemnify and hold Singapore Sailing Federation, owners, affiliates, officers, employees, agents, committee persons, and race officials acting in their official capacities, harmless from any third-party claim to the extent arising from a competitor's acts or omissions.

19. TRASH DISPOSAL

Trash may be placed aboard official or support person vessels. The use of 'single-use' plastic bottles or containers on shore or afloat is strongly discouraged.

20. PRIZES

- 20.1. Prizes will be given as follows:

<i>Class/Fleet</i>	<i>Category</i>	<i>Prizes</i>
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Optimist Gold Fleet	Open	1st to 3rd
	Female	1st to 3rd
	12 years and under (born in 2014 or later)	1st to 3rd
	Primary School	1st
	Secondary School	1st
Optimist Silver Fleet	Open	1st to 10th
	Female	1st to 3rd
	Aged 9 - 10 years old (born between 2016 and 2017)	1st to 3rd
	8 years and under (born in 2018 or later)	1st to 3rd
	<i>Novice*</i> (For first-time participants in a ranking race or regatta)	1st to 10th
	Primary School	1st
ILCA 4	Open	1st to 3rd
	Female	1st to 3rd
	<i>Novice*</i> (For first-time participants in a ranking race or regatta)	1st to 3rd
	13 years and under (born in 2013 or later)	1st to 3rd
	Secondary School	1st
ILCA 6	Open	1st to 3rd
	Female	1st to 3rd
	<i>Novice*</i> (For first-time participants in a ranking race or regatta)	1st to 3rd
	15 years and under (born in 2011 or later)	1st to 3rd
	Secondary School	1st
	Junior College	1st
ILCA 7	Open	1st to 3rd
	20 years and under (born in 2006 or later)	1st

** Novice and School Division category prizes will not be awarded to overseas or visiting competitors.*

- 20.2. If there are fewer than 6 entries for a category, only the top sailor will be presented with a prize.

21. [DP][NP] MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT

- 21.1. By participating in this event, competitors and their support persons automatically grant to the Organising Authority and any event sponsors, the right

in perpetuity to make, use, and show, from time to time at their discretion, any motion pictures and live, taped, or filmed television and other reproductions of them during the period of the event without compensation.

- 21.2. Competitors and their support persons may be required for media interviews during the period of the event.

22. BOAT TRANSFER

Competitors are encouraged to arrange with their clubs to submit the request for boat transportation into the venue. Details of transportation can be emailed to ismadi@singaporesailing.org.sg.

23. FURTHER INFORMATION

- 23.1. Equipment charters are available on a first come first served basis. Please see the below information.

Equipment available for charter	Contact details	Remarks
Optimist / ILCA4 / ILCA6 / ILCA 7	Singapore Sailing Federation: info@singaporesailing.org.sg Constant Wind SeaSport Centre: reception@constantwind.com	
Optimist	Xtreme Sailing Product: sales@xtremesailing.com	
Coaching rhibs	Constant Wind SeaSport Centre: reception@constantwind.com	A valid Powered Pleasure Craft Driving License (PPCDL) is required

- 23.2. Accommodation:

Please contact Village Katong Hotel for accommodation. Email: Zachariah Buy at zachariahbuy@fareast.com

For Room Booking, use the code: **SSFSNSC2026**

- 23.3. For more information, please contact:

Singapore Sailing Federation

1500 East Coast Parkway, Singapore 468963

Tel: +65 6444 4555

Email: info@singaporesailing.org.sg

Website: <https://sailing.org.sg/>

Addendum A – Racing Area and Race Area Assignments



Addendum B – Support Team Regulations (STR)

1. GENERAL

- 1.1. These Support Team Regulations (STR) shall apply at all times during the period of the event while support persons are at the venue, ashore, or afloat on the field of play (Racing Area).
- 1.2. For the purposes of these STR, a support person vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to a competitor, including the gathering of data that may be used at a later time.
- 1.3. The Organising Authority may inspect a support person vessel at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4. An alleged breach of any of these STR may be referred to the Jury for a hearing under RRS 60.3(d). Note also, action may be taken under RRS 69.
- 1.5. The Organising Authority may change these STR at any time. Any changes will be posted on the Official Notice Board.
- 1.6. All support person vessels and their designated drivers shall register at the Race Office on the first racing day before the first race and collect a Green identification flag as per NoR 13.3 which is to be conspicuously displayed at any time whilst afloat.
- 1.7. Designated drivers of all support person vessels shall attend any Coach or Team Leaders meetings scheduled by the Organising Authority.
- 1.8. The person registering the support person vessel shall confirm that:
 - 1.8.1. A valid insurance certificate showing proof of third-party liability coverage has been obtained; and
 - 1.8.2. Each designated driver has a motorboat-driving license recognised by Maritime and Port Authority of Singapore (MPA).

2. SAILING VENUE

- 2.1. Support person vessels shall use the areas designated by the Organising Authority for launching and recovery.
- 2.2. Priority for the use of the pontoon within the harbour at the National Sailing Centre (NSC) is reserved for official vessels designated by the Organising Authority or as stated in NoR 13.1. Support person vessels may use the pontoon such as loading and unloading of equipment under the permission of the Organising Authority but shall not interfere with the operations of any official vessels using the pontoon.

3. SAFETY

- 3.1. Life jackets or Personal Floatation Devices shall be worn at all times when afloat. The kill cord shall be securely attached to the driver at all times when the engine is running and in gear.
- 3.2. The maximum plated/certified passenger limits for the vessel shall not be exceeded.
- 3.3. At all times, support persons including the registered driver(s) of a support person vessel shall comply with directions given by or under the authority of a Race Official. This includes assisting in rescue operations when requested to do so. See RRS 1.1.

4. GENERAL RESTRICTIONS

- 4.1. The driver(s) of a support vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of the event.
- 4.2. Support person vessels shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 4.3. Support person vessels should take particular care to minimise their wash when transiting the Race Areas.

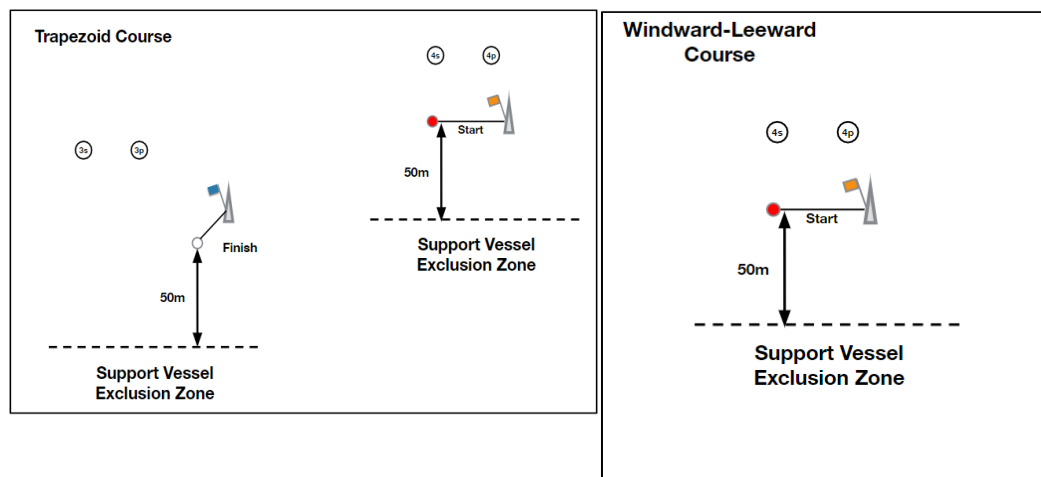
5. DRONES

The use of drones is prohibited.

6. SUPPORT PERSON VESSELS RESTRICTED AREAS

- 6.1. Team leaders, coaches, and other support persons shall stay outside 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. Such areas are defined as:
 - a. not closer than 50m to any boat racing (*except a boat in distress or requiring assistance*);
 - b. within 50m of the Support person vessels should proceed around the racing area in such a way to minimise the effect their wash will have on boats racing. Vessels that are motoring above five knots shall remain at least 100m from any boat racing.
 - c. starting line and marks;

- d. between any boat racing and the next mark of the course;
 - e. between the inner and outer trapezoid courses when boats are racing on both courses;
 - f. within 50m of any mark of the course while boats are in the vicinity of that mark;
 - g. within 50m of the finishing line and marks while boats are finishing; and
 - h. Support person vessel exclusion zone or boundary – 50m outside the area where boats may be racing bounded by all racing marks.
- 6.2. Support person vessels should proceed around the racing area in such a way to minimise the effect their wash will have on boats racing. Vessels that are motoring above five knots shall remain at least 100m from any boat racing.
- 6.3. When a Race Committee or Jury member instructs a support person vessel to move further away from the Race Area, the support person vessel shall do so immediately.



Addendum C – Equipment Inspection Checklist

Optimist Gold Fleet:

1. **Whistle** - Functional and attached to competitor's life jacket.
2. **Painter** - The bowline must be all of the following:
 - a. at least 8 meters long;
 - b. at least 3/16 inch in diameter;
 - c. securely fastened around the mast step;
 - d. tied with a bowline at the towing end; and
 - e. free of chafe and all other knots, with no hardware attached.
3. **Mast tie-down** - There must be a line or other device that is secure enough to lift the boat by the mast without disengaging the mast from the mast step.
4. **Air bags** - Three buoyancy bags made of strong fiber-reinforced material with non-return valves. Each must be inflated appropriately and secured to the hull.
5. **Rudder catch** - The rudder shall have a retaining device so that it will not become detached from the hull during a capsize.
6. **Bailer** - At least one bailer, securely attached to the hull with a lanyard or shock cord.
7. **Mainsheet bridle** - No looser than 100mm from the boom at any point.
8. **Mainsheet hook** - Covered and/or securely closed. The hook must have no chance of trapping a line that drags across it.
9. **Paddle** - Attached to the hull with enough line or shock cord to allow use.

ILCA Classes:

1. **Mast retention line** - There must be a line that is secure enough to lift the boat by the mast without disengaging the mast from the mast step.
2. **Centreboard** - The centreboard shall have the following:
 - a. stopper to prevent the centreboard from sliding below the deck level; and
 - b. a lanyard or shock cord to secure the centreboard to the boat.
3. **Rudder retaining clip** - The hull shall have a rudder retaining clip so that the rudder will not become detached from the hull during a capsize.