



SAILING INSTRUCTIONS – CBBC One Design Regatta 2023

1. GENERAL

- 1.1 These Sailing Instructions will cover the CBBC One Design Regatta for Flying 15, Farr 6 & 7.5 classes for the Regatta for December 31st 2022 to January 2nd 2023.
- 1.2 These Sailing Instructions will apply to all races conducted by the organising authority.
- 1.3 In accordance with accordance with RRS 89.1, the organising authority is the Clayton Bay Boat Club Inc. (CBBC)
- 1.4 Additional sailing instructions may be issued for a particular series and/or a particular race within a series and such Additional Sailing Instructions are to be read in conjunction with these Sailing Instructions.
- 1.5 The Schedule of Races (CBBC One Design Regatta Notice of Race 2023) is to be read in conjunction with these Sailing Instructions.
- 1.6 Competitors participate in CBBC events, and all other events conducted, organized, and run or assisted by CBBC. entirely at their own risk. The organizing authority and its officers will not accept any liability for material damage/loss, personal injury including death, or any other loss associated with competing in, prior to, during or after any event organized by it. By competing you are agreeing to this.
- 1.7 All races will be governed by the rules set out in the current World Sailing Racing Rules of Sailing (RRS), the current Australian Sailing Special Regulations (ASSR), these Sailing Instructions, any applicable Additional Sailing Instructions, and any applicable Notice of Race.

2. ELIGIBILITY

- 2.1 There must be a “Person in Charge” of each yacht in a race. This person must be over 16 years of age unless exempted in writing by the organising authority.
- 2.2 It is not required that the Person in Charge be the helmsperson.
- 2.3 The Person in Charge of a yacht competing in CBBC Club events shall be a current financial member of a Club or Association affiliated with Australian Sailing.
- 2.4 Subject to 2.5, all crew members must be registered sailors and financial members of a Club or Association affiliated with Australian Sailing.
- 2.5 A crew member who is not a member of a Club or Association affiliated with Australian Sailing may sail as a temporary member of CBBC for a maximum of three races in a season. This changes RRS Rule 46.

3. INSURANCE

- 3.1 Each participating yacht shall be insured with valid third-party liability insurance, endorsed for racing, and with a minimum cover of \$10,000,000 per incident.

4. RULES

- 4.1 All yachts and crew must comply with and must carry the safety equipment required by or under South Australian Legislation, including the SA Harbors & Navigation Act and the Regulations made thereunder. General information regarding boating requirements can be found at www.sa.gov.au and specific checklists at this site within the downloadable ‘South Australian Boating Safety Handbook’ page 43.
- 4.2 All courses are designed to keep competitors within the ‘smooth waters’ as defined under Schedule 1 of the Harbors and Navigation Act 1993 SA.
- 4.3 One Design Regatta 2023 Invitation Race and Farr 6 races (**do Farr 7.5 need to be added here**) conducted by the CBBC will be conducted as ASSR Part 1 Category 7 races. Category 7 applies to short races in sheltered waters, in daylight hours only with effective rescue availability.

- 4.4 The Australian Sailing Special Regulations including '2021 Part 2 Off The Beach Boats' shall apply to all races involving Flying 15's. Along with Class rule safety equipment and the addition of a suitable 10 meter (minimum length) tow rope. Handheld VHF radio or mobile telephone for emergency use.
- 4.5 All competitors must wear an approved Personal Floatation Device (PFD) while afloat, except while briefly changing or adjusting clothing or personal equipment but including while proceeding to the start area and thereafter until finishing or retiring from the race and leaving the racing area. This changes RRS Rule 40 and Part 4 of the RRS Preamble.
 - 4.5.1 If an inflatable PFD is being worn, it must be worn on top of any other clothing.

5. RACING

- 5.1 The Sailing Area for the organising authority to operate within are confined to waters of the Lower Murray from Goolwa Barrage in the west to Stony Point in the east.
- 5.2 A race will only be held provided there are at least 3 competitors, or as decided by the race committee.
- 5.3 A race will be postponed if the current windspeed at the scheduled briefing time of a race consistently equals or exceeds 22 knots or if the Race Officer decides that the conditions are, or may become, unsafe. All competitors are reminded of the fundamental rule 4.
- 5.4 The Organising Authority may change the wind strength limit at their discretion due to conditions or safety boat capability.
- 5.5 Should wind forecasts indicate conditions exceeding or likely to exceed 25kts during race times the organizing authority may cancel or postpone events the evening prior to such events. This decision will be circulated via CBBC News.
- 5.6 If the local temperature, as recorded at the BOM Hindmarsh Island, is greater than 38deg, the Organising Authority may postpone or cancel any race at their discretion.
- 5.7 A yacht will be considered to be the yacht and skipper combination. When the skipper of a yacht changes, this shall be made clear on the nomination form and the yacht shall be recorded as a new entry in the series.
- 5.8 Three Divisions will be raced. These Divisions will be notified in the relevant Notice of Race (NOR) or posted on the CBBC website under the "Racing" tab.
- 5.9 The Regatta Divisions and Division flags for all series of races at CBBC will be:

5.9.1 Division 1 Flying 15

-Numeral pennant 1



5.9.2 Division 2 Farr 6

-Numeral pennant 2



5.9.3 Division 3 Farr 7.5

-Numeral Pennant 3



- 5.10 The Invitation Race will be One Division comprised of entered eligible Trailer Yacht and Flying 15's
 - 5.10.1 Numeral Pennant 1 shall be used to start the Invitation Race.

- 5.11 All yachts should have clearly visible identifying sail numbers as recommended by RRS Appendix G - G2.

- 5.12 All Farr 6 and Invitation race yachts excluding Flying 15 class competing yachts must carry a serviceable inboard or outboard motor mounted at all times ready for immediate use and capable of propelling the yacht into a 30-knot wind. Outboard motors may be tilted when not in use. Sufficient fuel shall be carried for a minimum of 3 hours motoring. This changes ASSR Part 1 regulations 3.24.5 (a) and (b).
- 5.13 Upon a request made in writing to the CBBC Boating Sub-Committee, the CBBC Boating Sub-Committee may grant a dispensation from clause 5.12, subject to such conditions as it deems appropriate, if it considers that a yacht is unsuitable to fit or to carry a motor as required by clause 5.12. Notice of such dispensation shall be displayed on the club notice board.
- 5.14 Due to the shallow waters in the racing areas, yachts are not required to comply with Australian Sailing 2021-2024 Special Regulation 3.02.3. Yachts are not required to comply with Rule 52 as it relates to electric keel winches.
- 5.15 The organising authority will use the list of the GRYC Mixed Fleet Ratings (MFRs) posted on the CBBC website under the "Racing" tab and the SAILWAVE NHC Personal Handicap System to calculate Invitation Race results. The organising authority may, at its discretion, adjust the GRYC MFR ratings where it deems that unique sailing conditions exist in the Sailing Area.
- 5.16 The organising authority shall use the Australian Sailing Yardsticks for Flying 15 Regatta race series (Division 1) and GRYC Mixed fleet Handicap for the Farr 6 & 7.5 Regatta race series (Division 2&3)
- 5.17 The organising authority reserves the right to accept or reject any entry.
- 5.18 If there is any ambiguity or discrepancy between any RRS Rule, ASSR Regulation, Sailing Instruction and/or any Additional Sailing Instruction, the ambiguity or discrepancy will be resolved by the organising authority at its discretion.
- 5.19 All Skippers must sign on using the form provided indicating the name and sail number of their boat, and the names of their crew.
- 5.20 All Yachts are permitted to fly spinnakers in the invitation race.
- 5.21 Farr 6 & 7.5 yachts participating in the Regatta series races will use sail configuration as decided at the invitation race briefing 1st January.

6. SCHEDULE OF RACES

- 6.1 The Schedule of Races is set out in the "CBBC One Design Regatta Notice of Race" Race schedule may be changed at the discretion of the Regatta Race committee and communicated at the daily briefings.

7. ENTRIES

- 7.1 Eligible boats may enter by completing the Entry Form and paying the race fee (\$50) on Saturday the 31st December 2022 between 10am and 12pm. The Invitation race is free of charge.

8. MODIFICATIONS

- 8.1 A yacht that does not comply with Class Rules or is modified in a way that may affect potential performance must notify the organising authority in writing before participating in any races, but if that has not been done before the day of a race, such notification may be made on the nomination form and brought to the attention of the Race Officer ("RO") or the Officer of the Day (OOD) at least one hour prior to the first Warning Signal of the day for any Division.

8.1.1 A Register of Modification is to be maintained by the CBBC Club Equipment Auditor.

- 8.2 Any foresail must be fixed to the forestay of the yacht, except only while a sail is being changed. Spinnakers must be attached conventionally to halyard, sheets and spinnaker-pole.

9. NOTICES TO COMPETITORS

- 9.1 Notices to competitors, and any notice or document required by the RRS or ASSR or any other rule or sailing instruction will be posted at least seven days before the day of the race on the CBBC website under the “Racing” tab or on the CBBC Notice Board.
- 9.2 If a notice to competitors is to be posted on a race day, it will be posted on the CBBC Notice Board and brought to the attention of sailors at the Race Briefing.

10. CHANGES TO THE SAILING INSTRUCTIONS

- 10.1 Changes to the Sailing Instructions will be posted on the CBBC website under the “Racing” tab at least one week before the first scheduled race start for the day or may be notified at a briefing.

11. SIGNALS MADE ASHORE

- 11.1 Signals made ashore will be displayed on the CBBC flag mast.
- 11.2 When the AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in the Race Signals AP. This changes RRS Race Signals AP.

12. COURSES & RACE BRIEFINGS

- 12.1 Unless otherwise determined and notified by the CBBC Boating Sub-Committee, Course diagrams and descriptions will be made available at the briefing at least 30 minutes before the first Warning Signal.

13. MARKS

- 13.1 Descriptions of marks will be provided with the course diagrams and descriptions.
- 13.2 Course rounding marks may be orange/yellow/pink inflatable buoys or flags and must be rounded as specified on the course information issued by the Organising Authority.

14. OBSTRUCTIONS

- 14.1 All channel markers shall, whilst racing, be considered obstructions.

15. THE START

- 15.1 The starting order for each Division will be announced at the Race Briefing.
- 15.2 Starts will use RRS Rule 26 with the warning signal made 5 minutes before the starting signal.
- 15.3 The starting line will generally be between the mast on the committee vessel flying an orange flag and a buoy unless indicated otherwise at briefing.
 - 15.3.1 The committee vessel will generally be positioned on the starboard end of the line.
- 15.4 In line with RRS Rule 41 (C) the starting sequence may be relayed by radio to competing yachts.
- 15.5 The Starting Signal for the previous Division will be taken as the Warning Signal for the next Division.
 - 15.5.1
- 15.6 Yachts whose Warning Signal has not been flown shall keep clear of both the starting area and yachts in starting sequence.
- 15.7 A yacht must not use its motor after its Preparatory Signal unless exempted under Clause 15.8 of these Instructions.
- 15.8 A yacht may use its motor after its Preparatory Signal for the purpose of proceeding towards the starting line, provided that the motor is shut off before the Starting Signal and the yacht completes one turn, including one tack and one gybe under sail alone before crossing the starting line.
- 15.9 A yacht not starting within 15 minutes of her Starting Signal will be scored Did Not Start (DNS).
- 15.10 When a general recall has been signaled, the recalled Division’s Warning Signal will be the Starting Sequence. If more than one Division has had a general recall, they will restart in the original starting sequence.

16. RECALLS

- 16.1 Recalls will be signaled in accordance with RRS 29. Recall Signals will be displayed for approx. 4 minutes.
- 16.2 Where more than one division are racing and a general recall has been signaled, the warning signal for the recalled Division will be after the last Division has cleared the starting area.

17. SHORTENING THE COURSE

- 17.1 The Course may be shortened in accordance with RRS 32. The decision to shorten a course will be at the discretion of the PRO or Race Committee. In the event of a shortened course, Code Flag 'S' will be displayed on the committee boat or official safety boat, at a course rounding mark, (provided that mark is ahead of the leading boat in the race) together with two sound signals, indicating that boats should proceed from the Course Rounding Mark to the Finish.
- 17.2 If a mark is missing or out of position while boats are racing, the race committee will, if possible,
 - 17.2.1 (a) replace it in its correct position or substitute a new one of similar appearance, or
 - 17.2.2 (b) substitute an object displaying flag M and make repetitive sound signals.
- 17.3 The position of the Course Rounding Marks may be varied, to compensate for weather conditions or changes.

18. THE FINISH

- 18.1 Unless otherwise specified in Sailing Instructions or the course diagrams and descriptions, the finishing line will be the same as the starting line.
- 18.2 On return to the shore or on retirement each skipper will sign off to indicate their safe return to shore, failure to sign off within the protest time limit may result in a 10%-time penalty being applied to their elapsed time.

19. PENALTY SYSTEM

- 19.1 RRS Rule 44.1 is changed so that the "Two Turns Penalty" is replaced by a "One Turn Penalty" which includes one tack and 1 gybe under sail.

20. TIME LIMIT

- 20.1 Unless otherwise specified by the organising authority in Additional Sailing Instructions, yachts finishing more than 1 hour in a Red Top or Sprint Series or in other races conducted by CBBC, after the 3rd yacht in the Division finishes, will be scored "Did Not Finish" (DNF). This changes RRS Rule 35.

21. RADIO COMMUNICATIONS

- 21.1 The Race Officer and the Safety Boats will monitor VHF 72 during races.
- 21.2 The Race Officer, Safety Boat Operators or the Officer of the Day may use this frequency for communications relating to the conduct of a race and/or the safety of competitors.
- 21.3 This frequency must not be used by Competitors unless assistance is being requested or withdrawal from a race is being notified or if it is necessary for the Officer of the Day to communicate with the Race Officer for any reason related to the race.

22. OUTSIDE ASSISTANCE

- 22.1 A vessel which has run aground may motor off until it reaches the point on the course where it first went aground. It must then complete one turn under sail including one tack and one gybe.
- 22.2 In an emergency and/or after an incident, the first priority of a Safety Boat or a competing vessel providing assistance is to attempt to ensure the safety of crew members, officials and other persons involved - NOT YACHTS.
- 22.3 Unless a person or a vessel is unable to request consent, a Safety Boat or a competing vessel will only assist a person or vessel in difficulties with the consent of the person or the vessel's crew.

- 22.4 If a Safety Boat or a Safety Boat and a competing vessel is providing assistance, the operation will be under the control of the Safety Boat Operator. If only a competing yacht is providing assistance, the operation will be under the control of the skipper of the competing yacht providing assistance. Each person and/or yacht crew receiving assistance must comply with the directions of the Safety Boat Operator or, if no Safety Boat is involved in providing assistance, each person and/or yacht crew must comply with the directions of the skipper of the competing yacht providing assistance.
- 22.5 If assistance is refused, the Safety Boat or a competing yacht offering assistance is not required to standby but will advise of its intention to leave. If in the opinion of the Safety Boat Operator or the skipper of the competing yacht offering assistance it is safe to do so, they may, but are not required to return crews to their yachts.
- 22.6 A yacht and/or crew receiving outside help must notify the Race Officer with details of the incident as soon as possible after the race. Yachts which fail to notify or gain a material advantage in the race from this incident may be protested and penalised. Any penalty may be less than disqualification. This changes RRS Rule 41.

23. RETIREMENT

- 23.1 A yacht retiring from a race will notify the Race Officer as soon as possible by radio VHF Channel 72.

24. SCORING

- 24.1 Unless otherwise specified in the relevant Notice of Race, results will be based on corrected times using the following:
- 24.2 Farr 6 & 7.5 classes – Sailwave NHC Personal Handicap System Based upon GRYC Mixed Fleet Ratings.
- 24.3 Flying 15 Classic and Open classes – the current Australian Sailing Yardsticks
- 24.3.1 Flying 15 GRYC MFR rating this may be used by the scorers instead of the AS Yardstick for the Invitation race only.
- 24.4 The “Race Result Discard System” for Yachts in determining Series Results is as follows:
- 24.4.1 When four (4) or less series races have been completed, a yacht’s series score will be the total of her race scores.
- 24.5 If there are 1 or more finishers in a division in any race, the scores from that race will be included in the calculation of the series result.
- 24.6 Unless the CBBC Boating Sub-Committee determines otherwise for a particular series to be eligible for a series prize a yacht must have completed two races in the series.

25. PROTESTS AND REQUESTS FOR REDRESS

- 25.1 Unless it is impossible to do so, the protest flag must be flown as soon as practicable.
- 25.2 Protests or requests for redress or reopening must be lodged in accordance with RRS Part 5 and the written form handed to a representative of the CBBC Boating Sub-Committee or the RO within 45 minutes after the protesting yacht finished the last race of the day.
- 25.3 Protest forms are available from the CBBC Boating Sub-Committee.
- 25.4 Protest hearings may not necessarily be held on the day of the race but will be heard at CBBC as soon as practicable thereafter at a date and time determined by the CBBC Boating Sub-Committee.

26. ARBITRATION

- 26.1 At the discretion of the organising authority an arbitration hearing may be conducted pursuant to RRS Appendix T for protests lodged in accordance with RRS 61 which allege an infringement of a rule of Part 2 or 4 or RRS 31. Such hearings will be held subsequent to the protest being lodged and prior to a protest hearing.
- 26.2 The time and place of the arbitration hearing will be decided by the arbitrator and such advice will be given verbally. One representative from each yacht will attend the arbitration hearing and no witnesses will be allowed. The arbitrator will decide the manner in which testimony is given.
- 26.3 After taking testimony at an arbitration hearing the arbitrator will make one of the following conclusions:
- 26.3.1 protest does not comply with RRS 61 and the protestor may withdraw the protest;
 - 26.3.2 The protest will proceed to a protest hearing. (This may be because rules other than Part 2 or 4 or RRS 31 are involved, or because evidence is too complex or divergent to reach a reasonable and timely conclusion, or due to the apparent severity of the alleged incident or any other reason decided by the arbitrator);
 - 26.3.3 No rule was broken, and the protestor may withdraw the protest; or
 - 26.3.4 A rule was broken by one or more yachts involved and the infringing yacht(s) may accept a time penalty of 10% and the race result adjusted accordingly and, if such a penalty and adjusted result is accepted by the protested, the protestor will withdraw the protest but, if such a penalty and adjusted result is not accepted by the protested the protest will proceed to a hearing of the Protest Committee. This changes RRS 63.1.
- 26.4 An arbitration hearing will not be reopened. No conclusion of an arbitrator can be subject to appeal or be grounds for redress.

27. PRIZES

- 27.1 Trophies specified in the CBBC One Design Regatta Notice of Race and subject to clause 27.3,
- 27.2 Unless otherwise specified in a relevant Notice of Race and subject to the discretion of the CBBC Boating Sub-Committee, the award of prizes for each race or series will be subject to the following conditions:
- 27.2.1 If there are 3, 4 or 5 starters in a division in a race or only 1, 2 or 3 yachts that qualify for a series result in a division – only a 1st prize will be awarded: and
 - 27.2.2 If there are at least 6 starters in a division in a race or at least 4 yachts that qualify for a series result in a division – 1st, 2nd and 3rd prizes will be awarded
 - 27.2.3 Results for individual races will be presented at the conclusion of the Regatta.
- 27.3 Other prizes may be awarded at the discretion of the organising authority.