CLAYTON BAY BOAT CLUB INC.

NOTICE OF RACE (NOR)

THE NARRUNG RACE

Saturday 18th January 2025

The Organising Authority is the **CLAYTON BAY BOAT CLUB,** Island View Drive, Clayton Bay SA 5256

PO BOX 397 Milang SA

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1. Rules

1.1. The Narrung Race will be governed by the rules as defined in the 2021-2024 Racing Rules of Sailing (RRS), Australian Sailing (AS) prescriptions and Special Regulations (SR); rating and class rules as applicable; the SA Department of Transport Boating (safety and equipment) Regulations and the International Regulations for the Prevention of Collisions at Sea 1972.

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

1.3. Australian Sailing 2021-2024 Special Regulation 3.02.3. is changed to read, "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."

1.4. RRS 52 is changed to read, "Yachts are not required to comply with Rule 52 as it relates to electric keel winches."

1.5. The Navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS), Marine Safety SA regulations, apply to all races within this series.

1.6. The Narrung Race 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.

1.6.1. For the Narrung Race, no part of the course shall exceed 2 NM from the shoreline.

1.6.2. A buoy will be placed approx. 1.8 NM WSW of Pt Sturt.

1.6.3. **This buoy must be left to PORT.** Failure to do so may render a yacht liable for disqualification.

2. **Sailing Instructions**: The SI's are available on the CBBC website (Racing) page.

3. Eligibility

3.1. Entry will be open to trailer yachts able to comply with the requirements detailed in this NoR. Off The Beach boats or Flying Fifteens are not permitted to enter.

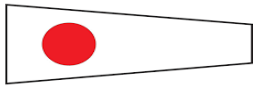
3.2. Entry for the regatta shall be made via the CBBC website using the Electronic Race Registration Form under the Racing tab.

3.3. All registrations must be received by 6pm on 15/01/2025.

3.4. Late entries may be accepted, at the discretion of the OA.

Participants should also ensure they are familiar with, and their vessel complies with, the SA Boating Regulations. These can be found at http://www.sa.gov.au/topics/boating-and-marine

4. DIVISIONS

Division	Vessel Types	Divisional Pennant
1. Narrung Race	*All trailer yachts will start and race in the same division.*	

5. Entry Fees

5.1. The Entry Fee, ($10) and also the cost of the evening meal, ($35) must be paid at the time of registration via the CBBC website using the Electronic Race Registration Form under the Racing tab.

5.2. The meal fee is non-refundable.

5.3. The OA may reject or cancel the entry of a boat in accordance with rule 76.

6. Disclaimer / Liability / Insurance

6.1. Attention is drawn to RRS 3 which states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

6.2. 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, varying water depths 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. Each participant in the Narrung Race does so entirely at their own risk.

6.3. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD $10,000,000 per incident or the equivalent.

7. Race Communications

7.1. The online official notice board for CBBC events is located at https://claytonbayboatclub.org.au/race-registration-page/.

7.2. The Race Officer and the Safety Boats will monitor VHF 72 during races.

7.3. 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 for matters related to the safety of competitors and to notify any changes to Sailing Instructions during a race.

7.4. While racing [from the first warning signal until the end of the last race of the day], 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.

8 Racing

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. 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.

8.2. The Narrung Race may be postponed if the current wind speed at the scheduled briefing time of a race 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 RRS 3.

8.3. The Organising Authority may change the wind strength limit at their discretion due to conditions or safety boat capability.

8.4. Should wind forecasts indicate conditions exceeding or likely to exceed 25 kts during race times, the Organizing Authority may cancel or postpone events the evening prior to such events. This decision will be posted on the CBBC Notice Board. https://claytonbayboatclub.org.au/race-registration-page/

8.5. If the local temperature, as recorded at the BOM Hindmarsh Island, is greater than 38 degrees, the Organising Authority may postpone or cancel any race at their discretion.

8.6. A yacht will be considered to be the yacht and person-in-charge combination.

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

8.8. All competing trailable 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).

8.9. All persons aboard a yacht will wear, while racing, Personal Flotation Devices which are in good condition and secured in the manner designed.

8.10. All PFDs shall comply with *Australian Standards* AS 4758 - Personal flotation devices classified as providing levels 50, 100 or 150 buoyancies (or more).

8.11. If an inflatable PFD is being worn, it must be worn over all other clothing. Non-compliance shall will be recorded as a 'did not start' (DNS)

9. Courses and Race Briefings

9.1. Descriptions of marks will be provided with the course diagrams and descriptions and at pre-race briefings.

9.2. 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.

9.3. The Course may be shortened in accordance with RRS 32. The decision to shorten a course will be at the discretion of the Race Officer. In the event of a shortened course, Code Flag 'S' together with the Numeral pennant(s) for the Division affected, 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. The Race Officer may use VHF Channel 72 to notify competitors that the course is to be shortened.

10. The Start & Recalls

10.1. Starts will use RRS Rule 26 with the warning signal made 5 minutes before the starting signal. Races shall be started by using the signals in the table at 10.7 below.

10.2. Times shall be taken only from the visual signals and not the sound signal.

10.3. The starting line will generally be between the class start flag on the committee vessel flying an orange flag and a buoy flying an orange flag unless indicated otherwise at briefing. The committee vessel will generally be positioned on the starboard end of the line.

10.4. RRS Rule 41 (C) states that the starting sequence may be relayed by radio to competing yachts.

10.5. A yacht must not use its motor after its Preparatory Signal other than 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.

10.6. Recalls will be signalled in accordance with RRS 29. Recall Signals will be displayed for approx. 4 minutes.

10.7. Starting sequence. TIMES, FLAGS & SOUNDS

5 min Warning Signal	Division Flag (Numeral Pennant 1)	One Sound Signal
4 min	Code Flag P (Preparatory) raised	One Sound Signal
1 min	Code Flag P (Preparatory) lowered	One Sound Signal
START	Class Flag (Numeral Pennant)	One Long Sound Signal

11. **Outside Assistance / Retirement**

11.1. 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.

11.2. 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.

11.3. 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.

11.4. 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 person-in-charge 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 person-in-charge of the competing yacht providing assistance.

11.5. 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. Such penalty will be less than disqualification. This changes RRS Rule 41.

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

13. Penalty System

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.

14. The Finish

14.1. Unless otherwise specified in Sailing Instructions or the course diagrams and descriptions, the finishing line will be set at a point close to the entrance of The Narrows at Narrung. Specific details will be provided at the Briefing.

14.2. On return to the shore or on retirement each Person in Charge 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.

15. Time Limit

Unless otherwise specified by the organising authority in Additional Sailing Instructions, yachts finishing more than 2 hours after the 3rd yacht in the Division finishes, will be scored "Did Not Finish" (DNF). **This changes RRS Rule 35.**

16. Handicaps/Scoring

16.1. Scoring will be based on corrected times using the CBBC Mixed Fleet Base Ratings available on the
CBBC website under 'Racing'.

16.2. A new boat intending to race but not appearing on the CBBC MFBR may be assigned a provisional handicap and be subject to specific provisions at the Discretion of the Racing Committee after discussion with the intending competitor.

16.3. Preliminary results of each day's racing will be available as soon as possible after the finish of the race and race awards will be made based on these results.

16.4. Any concerns about the results should be raised with the Racing Committee at this time and should be able to be sorted out at that time.

16.5. Racing results will be published as Final Results on the CBBC website as soon as possible after Race Day unless publication is delayed as provided in **RRS 90.3(e)**

17. Mediation / Protests

17.1. Disputes resulting from on-water incidents will initially be subject to a process of mediation. Where a satisfactory resolution cannot be achieved through mediation a formal protest procedure will be implemented.

17.2. Protests will be conducted in accordance with the RRS Part 5.

17.3. Protest must be lodged with the race committee within 1 hour of the time limit for the last race of the day and will be heard at a time determined by the Protest Committee chairman. The process will commence with a mediation process.

17.4. It is incumbent on the Protestor to ensure the Protestee has been notified in writing of the full details of the protest before the protest is lodged with the Race Committee.

17.5. Failure to comply with the above will result in the protest being dismissed.

18. Prizes will be offered for the winners of standalone races and for each division.

18.1. Narrung Race Trophy to the fastest Trailer Sailer.

18.1.1. 1st, 2nd & 3rd trailer yacht based on CBBC MFBR rating.

19. Parking/Rigging/Berthing at CBBC

19.1. All vehicles will be directed to parking by a traffic control officer on each day of the regatta. Participants must follow these directions for the safety of all.

19.2. Rigging of vessels should be completed on the lawns in front of the clubhouse before the briefing times for the race.

19.3. Trailers should be parked only in the designated parking areas.

19.4. Marina Berths are available on a first come, first served basis.

ADDENDUM 1 Venue Map

CLAYTON BAY BOAT CLUB, ISLAND VIEW DRIVE, CLAYTON BAY

ADDENDUM 2 SAILING WATERS