CLAYTON BAY BOAT CLUB Inc.

2025-2026 CBBC SAILING INSTRUCTIONS – CBBC CLUB RACES

Amended December 2025

1. GENERAL

1.1 These Sailing Instructions will take effect from October 1st 2025.

1.2 These Sailing Instructions will apply to all races conducted by the Organising Authority. (OA)

1.3 In 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 (the CBBC Club Program) is to be read in conjunction with these Sailing Instructions.

1.6 In matters where these instructions are silent, 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), and any applicable Additional Sailing Instructions and any applicable Notice of Race.

2. RISK STATEMENT

The Clayton Bay Boat Club, Island View Drive, Clayton Bay, SA 5256. The sailing waters extend from the Goolwa Barrage, in the west, to Stony Point, just north east of Rat Island and local topography can result in 'bullets' of wind sweeping down from hills and cliffs and fluky wind directions. In the spring and summer, we can receive strong breezes which can and do influence water depths due to the phenomenon of 'wind tides' so, for safety reasons, the CBBC generally limits racing to days with less than of 22 knots of wind, because a reading of this magnitude can often be accompanied by gusts of an additional 5 or 10 knots. The river at Clayton is estuarine and subject to pool-level changes as a result of barrage controls and systemic flow rates combined with many naturally shallow areas that require careful navigation or the adjustment of centreboards. Accordingly, our Notice of Race (NOR) contains relevant modifications to the Racing Rules of Sailing.

While every care is taken to place turning marks in depths suitable for competing craft, they can become displaced and there may still be places on the course where water depths may vary and competitors may have to adjust centreboards accordingly.

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.'

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 waters, 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.

Therefore, competitors participate in CBBC racing 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.

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.

3. MODIFICATIONS

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

3.2 A headsail may be set flying or be fixed to the forestay of the yacht and it may have battens fitted.

3.3 A headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set.

3.4 A Spinnaker may be attached at its head to a halyard, sheeted or attached at its clew to a spinnaker-pole or whisker pole, and at its tack to the bow or bowsprit.