

Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



[SP] denotes a rule for which a standard penalty will be applied by the Umpires without a hearing. This changes RRS 63.1, Appendix A4 & Appendix A5. SPs for this event are listed in Attachment 6. A breach of any rule in Attachment 6 by a boat shall not be grounds for protest by another boat. This changes RRS 62.1(a).

TABLE 1 – EVENT SPECIFIC DEFINITIONS

Defined Term	Meaning
Event Organising Authority (OA)	Cruising Yacht Club of South Australia
Event Host and Regatta Coordinator (EH)	Down Under Sail
Regatta Office	Event Marquee, Fishermen's Wharf Market, Black Diamond Square, Port Adelaide SA 5015
Venue	Fishermen's Wharf Market, Black Diamond Square, Port Adelaide SA 5015
Onshore Notice Board	Online Only (link below)
Online Notice Board (ONB)	https://www.sasummerofsail.com.au/category/sasailingleague
Signal Mast	CYCSA Start Boat
Race Area	Inner Harbour, Port Adelaide River (off Port Adelaide Lighthouse)
Marks	Leeward Gate Marks – Orange Inflatable Marks Windward Gate Marks – Yellow Inflatable Marks
Class Flag	White background with Red SA Sailing League Logo
Shore-based changeover area	Renewal SA Pontoons, Fishermen's Wharf Market, Black Diamond Square, Port Adelaide SA 5015

ATTACHMENTS (FORMING PART OF THESE SAILING INSTRUCTIONS):

- Attachment 1: The Course
- Attachment 2: Program and Boat Allocation
- Attachment 3: Boat Handling
- Attachment 4: Damage Report Form (online form)
- Attachment 5: World Sailing Addendum Q – Umpired Fleet Racing (Amended)
- Attachment 6: Standard Penalties



Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



1. ORGANISING AUTHORITY

1.1 The Organising Authority (OA) is listed in Table 1.

2. RULES

2.1 The event will be governed by:

- (a) Racing Rules of Sailing (RRS); and,
- (b) All races will be umpired under Addendum Q as amended for the event under rule 86.3; and,
- (c) Prescriptions and Special Regulations Part 2 of Australian Sailing; and,
- (d) Notice of Race (NoR) for this event; and,
- (e) Sailing Instructions (SI) for this event.
- (f) Attachments to these SI's

2.2 Class Rules will not apply

2.3 In case of conflicts between the NoR and the SI, the SI takes precedence.

2.4 The Official Notice Board for this event will be the Online Notice Board (ONB), as is identified in Table 1.

3. CHANGES TO THE SAILING INSTRUCTIONS

3.1 Changes to the SI will be posted on the Official Notice Board or distributed to all teams not later than 30 minutes before they will take effect, except that any change to the time schedule of races will be posted at least two hours before it will take effect, and competitors will be notified.

3.2 Oral changes may be given either on the water, by the Umpires or ashore.

4. VENUE

4.1 The venue will be the venue identified in Table 1.

5. EVENT FORMAT

5.1 The regatta is a short course umpired fleet racing event. Each race will be sailed in class-identical one-design boats. Teams race the boats continuously in qualifying pools in accordance with the Boat Allocation List (SI 14).

5.2 The regatta will consist of a Qualifying Series followed by a Final Series. At the end of the Qualifying Series up to five teams qualify for the Final Series. The winner of the Final Series is the winner of the regatta.

5.3 Qualifying Series

- (a) The Qualifying Series will consist of teams racing in two Pools with the top two from each Pool progressing to the Final Series.
- (b) Teams will be allocated to either Pool A or Pool B and will also be allocated to a boat using the Boat Allocation List (SI 14).
- (c) Teams and Pools may be reallocated at the discretion of the EH.
- (d) The Race Committee or the EH may change the format, terminate or eliminate any race, when conditions or the remaining time scheduled do not permit the completion of the intended format.
- (e) The Qualifying Series may be ended after any race.
- (f) The team with the best average score of all its combined qualifying races in either Pool



Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



that does not finish in the Top 2 of their respective Pool will progress through to the Final Series as a wildcard.

- (g) In the event of a tie, the team whose home club is located further away from the event location (driving distance) will be granted the wildcard.
- (h) If teams tied for the wildcard spot are from the same club, the team with the younger skipper will be granted the wildcard.

5.4 Final Series:

- (a) The Final Series will consist of the top two ranked teams from each Pool and a wildcard (five teams total) from the Qualifying Series.
- (b) The top ranked teams from each Pool in the Qualifying Series will participate in a coin toss to determine the first and second boat selections for the Final Series. The team that qualified from Pool B will choose heads or tails.
- (c) The second ranked teams from each Pool in the Qualifying Series will then participate in a coin toss to determine the third and fourth boat selections for the Final Series. The team that qualified from Pool B will choose heads or tails.
- (d) The wildcard team will be allocated to the remaining boat.
- (e) There will be no boat rotations.
- (f) Teams race until one team has three wins, which concludes the event.
- (g) Remaining overall places will be awarded based on the team with the next highest number of wins, with countbacks determined by the highest number of seconds, then thirds, then fourths then fifths. There will be no further tie breaker.
- (h) The Race Committee may change the format, terminate or eliminate any race, when conditions or the remaining time scheduled do not permit the completion of the intended format.

6. TEAMS

- 6.1 Each team shall consist of four crew with at least one crew being female.
- 6.2 Each team shall nominate a skipper who shall helm the boat at all times while racing, except in an emergency.
- 6.3 Applications to change a crew or nominated skipper shall be made to the Chief Umpire or EH prior to the Warning Signal of the first race in which the change applies. Changes to crew and nominated skipper are at the discretion of the Race Committee.
- 6.4 Crew must be at least 16 years old as of 10 December 2021. Requests to use younger crew must be approved by the OA prior to the event. The helm must be at least 18 years old and must be approved by the OA. Younger helms must be at least 16 years old with special approval from the OA.

7. PROGRAM

- 7.1 A provisional program below is attached as Attachment 2. An updated program may be posted on the Official Notice Board prior to 2000 hours of the day prior to the first day of racing.

8. SIGNALS MADE ASHORE

- 8.1 Signals made ashore will be displayed on Signal Mast identified in Table 1.
- 8.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 20 minutes" in the RRS Race Signal AP. This changes Race Signals.

9. CLASS FLAG



Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



9.1 The Class Flags are identified in Table 1.

10. RACE AREA

10.1 The Race Area is identified in Table 1.

11. COURSE

11.1 Attachment 1 shows the course and the order in which marks are to be rounded or passed and their required side. Diagrams are illustrative only.

11.2 If a Gate Mark is not present, then teams shall round the single mark to Port.

12. MARKS

12.1 All Marks are identified in Table 1.

13. START AND FINISH LINES

13.1 The starting and finishing lines are:

(a) Upwind Course: between the Leeward Gate Marks (identified in Table 1), or

(b) Downwind Course: between the Windward Gate Marks (identified in Table 1).

13.2 The Signal Vessel may be located at either the port or starboard extension of the start/finish line.

13.3 In the event of a downwind start, a boat shall not begin any part of the process of raising its spinnaker (including reaching for tack lines or halyards) until the entirety of her hull has crossed the start line. If a boat breaches this rule, an umpire can give her a penalty without protest.

13.4 If a boat is deemed over the line at the start, she will be disqualified under Code Flag U (RRS 30.3) and umpires will endeavour to remove her from the race prior to the first gate.

13.5 The Race Committee may run "non-spinnaker races" in strong wind conditions, which will be active when Code Flag "J" (displayed below) is displayed on the start boat. Umpires will also make competitors aware when this change occurs.



← Code flag J

13.6 RRS 26 is deleted. Races will be started using a "3-2-1-Go" system as described below.

Minutes before starting signal	Visual Signal	Sound Signal	Meaning
3	Class Flag, "1", "2", "3"	1 Sound	Warning & Preparatory Signal. The Preparatory Signal is deemed to be Code Flag U (RRS 30.3)
2	"3" Removed	1 Sound	Two minutes
1	"2" Removed	1 Sound	One minute
Start	"1" & Class Flag removed	1 Sound	Starting signal

14. BOAT ALLOCATION LIST AND CHANGEVER [SP]

14.1 The Boat Allocation List (Attachment 2) will be published prior to the first Warning Signal of the

Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



first race of the day on which it takes effect.

14.2 The Boat Allocation List (Attachment 2) identifies which Teams are competing in which boats for a specific Pool.

14.3 The race schedule allows breaks between each Qualifying Series and the Final Series and therefore direct team changeovers are not likely, however if they are required:

- (a) Changeover area will be identified in Table 1; and,
- (b) Changeover area will display, either by flag or on a board, the number of the boat for the docking area in which they are to come ashore. For example, a changeover area displaying "3" will change the teams on Boat 3.
- (c) As soon as possible after finishing, if directed by the umpires, teams shall lower spinnakers and proceed promptly to the changeover area displaying the number of their race boat.
- (d) Teams scheduled to sail in a race and who are not already sailing, shall be present and ready to sail at the relevant changeover area no later than the Start Signal of the race immediately prior to the race in which they are next sailing.
- (e) Teams not in the relevant changeover area by the required time will be scored DNS.

14.4 The Chief Umpire may direct the Race Committee to commence the Starting Sequence prior to changeover being completed.

14.5 Prior to the first race of a session, teams shall not leave the shore until signalled by the EH or the Chief Umpire.

15. SUPPLIED EQUIPMENT

15.1 Substitution of damaged or lost equipment and repairs may only be done by the Organising Authority repairer, or under their management.

15.2 After a crew change the new crew will inspect the boat immediately. If there is damage, the crew shall hail the Umpires immediately. The repair service will then come to the boat if necessary.

15.3 If there is damage to a boat, the team shall complete a damage report as described in Attachment 3.

15.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires.

15.5 If damage to a boat forces a delay in the race schedule, the Organising Authority repairer may issue a team the use of Boat 6 (spare boat).

16. DIRECTIONS BY RACE COMMITTEE AND UMPIRES

16.1 Competitors shall follow the directions of the Race Committee and Umpires.

17. TARGET TIMES

17.1 The target time for each race is between 10 – 15 minutes.

17.2 The time limit for the first boat finishing is 25 minutes.

17.3 A team that does not finish within 5 minutes after the first boat has finished will be scored DNF. This changes RRS 35 and A5.

Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



17.4 The Chief Umpire may score a team FPA (Finish Place Allocated) prior to the team finishing and before the time limit in 17.2.

17.5 Failure to meet Target Times is not grounds for protest or redress. This changes RRS 62.

18. CHANGES TO THE DEFINITIONS AND THE RULES OF PARTS 1, 2, 3 & 4.

18.1 Add to the definition Proper Course: *A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.*

18.2 Add new rule 8 to Part 1: 8 LAST POINT OF CERTAINTY – The Umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.

18.3 RRS 14 AVOIDING CONTACT is deleted & replaced with - *A boat shall avoid contact with another boat if reasonably possible.*

18.4 RRS 44 is amended in accordance with Attachment 5 Addendum Q: Umpired Fleet Racing.

18.5 RRS 63.1 is amended to include "An Umpire may penalise a team under Attachment 6 – Standard Penalties for a breach of RRS 2."

19. PROTESTS

19.1 All racing will be fully umpired. In accordance with World Sailing Addendum Q as modified by these SI. The modified Addendum Q is Attachment 5.

19.2 RRS 60.1 is deleted and replaced with - ***Except as provided in Attachment 5 to the SI, a boat shall not protest another boat or request redress.***

20. SCORING

20.1 The format of the Qualifying Series will be Qualifying Pools as set out below.

(a) Teams shall be allocated into Pools A and B prior to the first day of racing with teams notified of their Pool and racing schedule in the Boat Allocation List. Teams may be regrouped prior to the start of Pool A racing at the discretion of the EH.

(b) A total points system will be used for all races of the Qualifying Series. Place scores will be provided as set out below. This voids RRS Appendix A: Low Point System.

- | | |
|--|-----------|
| i. First Place: | 5 points |
| ii. Second Place: | 4 points |
| iii. Third Place: | 3 points |
| iv. Fourth Place: | 2 points |
| v. Fifth Place: | 1 point |
| vi. DNC, DNS, OCS, DNF, DNE, RET, DSQ: | 0 points. |

(c) Three races are required to be completed by all competitors in each respective Pool in order to constitute a valid Qualifying Series.

(d) Each team's score will be the total sum of all their races scores. There will be no discards.

(e) Each Pool in the Qualifying Series will sail as many races as possible in the three-hour race session listed in Attachment 2 and all races will count, even if there are a different number of total races to the other Pool.

(f) A warning signal will not be sounded later than the scheduled finish time of the three-hour race session, however if a warning signal sounds before the end of the race session, but starts after, the race can continue.

Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



- (g) The top two teams from each Pool, and a wildcard, will qualify for the Final Series, as listed in SI 5.4.

20.2 Final Series

- (a) The Final Series will be scored as a separate series.
- (b) The Final Series will consist of a minimum of three races and a maximum of 11 races. The Final Series will complete when a boat has scored three (3) first places.
- (c) A team's score will be their total number of race wins, while the total number of second, third, fourth and fifth places will be used to determine tie breaks. This voids RRS Appendix A: Low Point System.
- (d) A first place will be worth one (1) point, while all other places including DNC, DNS, OCS, DNF, DNE, RET and DSQ will be worth zero (0) points.
- (e) Final places will be determined by the scoring method set out in SI 5.4 (g).

20.3 If a team is unable to start a race because the organiser cannot supply a boat for them, the team will have an average score for this race, according to RRS A9 (b). This changes RRS A4 and A5.

20.4 The Race Committee may impose a penalty on a team in accordance with Attachment 6 – Standard Penalties.

20.5 The overall placings for the event will be:

- (a) Places 1st through 5th: the placings from the Final Series; and,
- (b) Places 6th through 10th: the average scores from remaining teams in the Qualifying Series, using the tie breaker method for wildcard selection to determine final places, set out in SI 5.3 (f) (g) and (h).

21. SAFETY [SP]

21.1 Each crew member must wear a personal flotation device when afloat. Except while briefly changing or adjusting personal clothing. Wet suits and dry suits are not considered as a personal flotation device.

21.2 A team that retires from a race shall notify the Chief Umpire as soon as possible.

21.3 The Venue may include prohibited areas. These areas are deemed as Obstructions. The restricted areas will be identified at the Competitors Briefing.

21.4 The Venue may include Special Regulations for the Race Area. If applicable, an Attachment 7 will be added to the Sailing Instructions and will contain Special Regulations for the Race Area. These relate to commercial shipping and other local regulatory requirements of the Race Area. A team failing to comply with any of the regulations in Attachment 7 will be penalised in accordance with Attachment 6 – Standard Penalties.

22. OFFICIAL BOATS

22.1 The official boats will be marked with white flags with the following text:

- (a) Signal Vessel: "Official"
- (b) Repair & Media Boat: "Official"
- (c) Umpire Boat 1: "U"
- (d) Umpire Boat 2: "U"

Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



23. COMMUNICATIONS [SP]

23.1 Unless otherwise provided by the Organising Authority, while racing, a team shall not use any electronic devices except a watch for timing the start. If this watch has functions other than the clock such as GPS technology, they shall not be used.

24. ADVERTISING [SP]

24.1 Each boat may be required to display advertising as supplied by the Organising Authority.

24.2 If required by the Organising Authority, each crew will:

- (a) Always display any event-supplied advertising when asked.
- (b) Only display club advertising or sponsors with verbal approval by the EH.

25. COACH AND SUPPORT BOATS [SP]

25.1 No coach or support boats are allowed. Teams will be penalised in accordance with Attachment 6 – Standard Penalties for each race in which they are sailing and this Sailing Instruction has been breached in the opinion of the Chief Umpire.

25.2 Repeated breaches of this SI will be penalised in accordance with Attachment 6 – Standard Penalties.

26. MEDIA, IMAGES, SOUND [SP]

26.1 If required by the OA or EH:

- (a) Media personnel and equipment shall be carried on board while racing.
- (b) Competitors shall wear microphones and cameras during racing and be available for interviews when requested.
- (c) Registered skippers shall wear communications equipment that will allow commentators to communicate with them whilst racing or between races.

26.2 Competitors shall not interfere with the normal working of the supplied media equipment.

26.3 The OA or the EH has the right to use any images and sound recorded during the event free of charge.

27. FINE PRINT (but it's still important)

27.1 The responsibility for the decision to participate in a race or to continue with it is solely with the skipper; to that extent the skipper also accepts full responsibility for the crew. The skipper is responsible for the qualification and the correct nautical conduct of the crew. Attention is drawn to RRS 3.

Sailing Instructions

2021 SA Sailing League

10-11 December 2021 – Inner Harbour, Port Adelaide



28. CONTACT

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SA Sailing League is an event name of NSL Management Services Pty Ltd ABN 77 628 943 706 253 Esplanade. Brighton, VIC 3186. Australia.

The event is being managed and coordinated in South Australia by Down Under Sail (a trading name of Harrison Fisher) and Bice Consulting Trust Pty. Ltd.

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