[SP] *denotes a rule for which a standard penalty will be applied by the Umpires without a hearing. This changes RRS 60.5(B), Appendix A4 and 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 61.4(b)(1).*

[NP] *denotes a Sailing Instruction a breach of which is not grounds for protest or redress by a boat. This changes RRS 61.4(b)(1).*

Table 1 – Event Specific Definitions

Defined Term	Meaning
Regatta (Leg) Dates and Venue	21/2/23rd March 2025. Newcastle Cruising Yacht Club (NCYC).
Event Organising Authority	NCYC in association with NSL Management Services P/L.
Regatta Office	Trophy Room, NCYC Clubhouse
Official Notice Board (ONB)	https://sailing-championsleague.asia/2024-25-sailing-champions-league-asia-pacific-finals/
Signal Mast	SCL:AP Start Boat or Start tent on shore
Race Area	Inner Basin, Hunter River (off Honeysuckle Hotel)
Marks	Leeward Gate Marks – Blue Inflatable marks Windward Gate Mark – Pink Inflatable marks Start/Finish Inner (SFI)– Red permanent buoy Start/Finish Outer (SFO) – Black and white check inflatable mark
Class Flag	White background with National Sailing League Logo
Changeovers	SI 14.3 or 14.4 will be advised verbally to teams on the water
Boat changeover area	Honeysuckle Marina

Attachments (forming part of these Sailing Instructions)**:**

Attachment 1.	The Course
Attachment 2.	Programme & Boat Allocation List
Attachment 3.	Boat Handling
Attachment 4.	Damage Report
Attachment 5.	Umpired Fleet Racing. Sailing Champions League Edition (2023)
Attachment 6.	Standard Penalties
Attachment 7.	Special Port Regulations

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 Attachment 5 Umpired Fleet Racing. Sailing Champions League Edition; 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 take precedence.

2.4 The Official Notice Board (ONB) for this event is identified in Table 1.

2.5 Notices may also be posted on the Onshore Notice Board 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 by 20:00 the day before it will take effect.

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 [NP]

5.1 The regatta is a short course umpired fleet racing event. Each race will be sailed in class-identical one-design boats.

5.2 The regatta will consist of a Qualifying Series followed by a Final Series. At the end of the Qualifying Series up to four 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 one, two, three or four Groups (A,B,C,D) with the top four teams at the conclusion of the Qualifying Series progressing to the Final Series.
(b) Teams will be allocated to Groups and to a boat using the Boat Allocation List (SI 14).
(c) Teams and Groups may be reallocated at the completion of any Race.
(d) 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.
(e) The Qualifying Series may be ended after any race.

5.4 Final Series:

(a) The Final Series will consist of the top four teams from the Qualifying Series.
(b) Teams will be allocated a boat for the Final Series. There will be no rotation.
(c) The top ranked Team from the Qualifying Series is granted one win (Race 0) at the start of the Final Series.
(d) Teams race until one Team has two wins, which concludes the event.
(e) If the Final Series is not completed, results will be determined based on the Qualifying Series.

(f) 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 [NP]

6.1 Each Team shall consist of 2 male and 2 female crew for a total of 4 including the skipper.

6.2 Youth Teams, shall be under 23 years old on the 31st December in the year of the Championship.

6.3 Each Team shall nominate a skipper who shall helm the boat at all times while racing, except in an emergency.

6.4 All crew must be registered with the OA no later than 1 week prior to the first scheduled day of racing and all registered crew shall sail in all races (except as provided in 6.5).

6.5 Applications to change a crew or nominated skipper shall be made to the Chief Umpire or Event Director 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 Chief Umpire and Event Director.

6.6 The Organisers in their unfettered discretion may accept an entry from an emerging country or area which would otherwise be deemed ineligible under clause 6.1, in the interests of developing and furthering the competition in the Asia Pacific Region. Any request for such dispensation should be made in writing to the Organisers.

7. PROGRAMME [NP]

7.1 Attachment 2 shows the provisional programme. An updated programme may be posted on the Official Notice Board no later than 20:00 of the day prior to any changes to the programme.

8. SIGNALS MADE ASHORE

8.1 Signals made ashore will be displayed on Onshore 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 [NP]

9.1 The Class Flags are identified in Table 1.

10. RACE AREA [NP]

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 Courses are windward / leeward but with an offset start and finish line.

11.3 Course shall be signalled as follows:

(a) Course 1 (Start-L-W-L-W-L-Finish) – Signal Mast will display a YELLOW flag.

(b) Course 2 (Start-W-L-W-L-W-Finish) – Signal Mast will display a RED flag.

11.4 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 will be between the Red channel marker (SFI) in front of the Race Village Area and a laid mark (SFO) approximately 50m due north (Marks identified in Table 1).

13.2 Boats starting shall cross the Start Line from east to west leaving SFO to Starboard.

13.3 Boats finishing shall cross the Finish Line from west to east leaving SFO to port.

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

13.5 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 and 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" and Class Flag removed	1 Sound	Starting signal

13.6 Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

13.7 Boats that start later than 3 minutes after their starting signal will be scored DNS without a hearing. This changes RRS 60.5(B) and A5.

13.8 The Start sequence for subsequent races will commence as soon as possible after all boats finishing and/or all crew changes have finished subject to Sailing Instruction 14.5.

14. BOAT ALLOCATION LIST and CHANGEOVER [SP] [NP]

14.1 The Boat Allocation List (Att. 2) will be published prior to the first Warning Signal of the first race of the day on which it takes effect.

14.2 The Boat Allocation List (Att. 2) identifies which Teams are competing in which boats for a specific race and, if applicable, within which specific group.

14.3 If Shore-based changeover area is use:

(a) Changeover area will be identified in Table 1; and, as soon as possible after Finishing, teams that are not scheduled to compete in the next race, shall lower spinnakers and proceed promptly to the Changeover Area displaying the number of their Race Boat.

(b) 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 immediately previous race to the race in which they are next sailing. For example, if the Team is sailing in race 16, the Team shall be at the Changeover Area no later than the start of Race 15.

(c) Teams not in the relevant Changeover area by the required time will be scored DNS.

14.4 If Changeover boats are in use (Table 1):

(a) Changeover boats will be located near the finish line; and,

(b) Changeover boats may display, either by flags or on a board, the numbers of the boats for which they are changing Teams. For example, a Changeover Boat displaying "3" and "6" will change the teams on Boats 3 and 6.

(c) As soon as possible after Finishing, teams that are not scheduled to complete in the next race, shall lower spinnakers and proceed promptly to the Changeover Boat 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 Changeover Marshalling Area and in the vicinity of the relevant Changeover Boat no later than the Start Signal of the immediately previous race to the

race in which they are next sailing.

(e) Changeover Boats will leave the Changeover Marshalling Area no later than when the last boat in the current race has passed through the Gate or as otherwise directed by the Changeover Marshall.

(f) Teams who are not on the Changeover boat by the required time will be scored DNS.

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

14.6 Prior to the first race of a session, teams shall not leave the shore until signalled by the Onshore Event Director.

15. SUPPLIED EQUIPMENT [NP]

15.1 Substitution of damaged or lost equipment and repairs may only be done by the OA 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 4.

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

16. DIRECTIONS BY RACE COMMITTEE and UMPIRES [SP] [NP]

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

17. TARGET TIMES [NP]

17.1 The target time for each race is approximately 10 - 15 minutes.

17.2 The time limit for 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.

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.

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

18.1 Add to RRS 44.2: 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 and replaced with - A boat shall avoid contact with another boat if reasonably possible.

18.4 RRS 44 is amended in accordance with Attachment 5 Umpired Fleet Racing. Sailing Champions League Edition (2023)

18.5 RRS 60.5(B) 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 Attachment 5 Umpired Fleet Racing. Sailing Champions League Edition (2023).

19.2 RRS 60.1 is deleted and replaced with - Except as provided in Attachment 5 Umpired Fleet Racing. Sailing Champions League Edition (2023), a boat shall not protest another boat or

request redress.

20. SCORING

20.1 The format of the Qualifying Series is set out below:

(a) Teams shall be allocated into Groups A, B, C, etc prior to the first day of racing with Teams notified of their Group and racing schedule in the Boat Allocation List. Teams may be regrouped at the discretion of the OA at the conclusion of each round.

(b) RRS Appendix A Low point system will be used for all races of the Qualifying Series. DNC, DNS, OCS, DNF, DNE, RET, DSQ all score points for the finishing place one more than the number of boats scheduled in that race. This changes RRS A4, A5

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

(d) Each team's score will be the total of all their race scores. In the event that a team(s) have competed in less races than other teams at the conclusion of the Qualifying Series. The team(s) with lesser races shall be awarded average points for the missing races. Such that at the conclusion of the conclusion of the Qualifying Series all teams shall have their score based on the same number of races.

(e) The top four teams at the conclusion of the Qualifying Series will proceed to the Final Series.

20.2 The format for the Final Series is set out as below;

(a) The Final Series will consist of a minimum of two races and a maximum of five races (Race 0, 1 ,2 ,3 and 4). The Final Series is complete when a Team has scored two first places.

(b) The winner of the Final Series is the first Team to win two races.

(c) The results for the first race of the Final Series (Race 0) will be determined by each teams place at the conclusion of the Qualifying Series.

(d) RRS Appendix A Low point system will be used for all races of the Final Series. DNC, DNS, OCS, DNF, DNE, RET, DSQ all score points for the finishing place one more that the number of boats scheduled in that race. This changes RRS A5

(e) Each team's score will be the total of their race scores. This changes RRS A2.1.

(f) If at the end of the Final Series there is a tie between two or more Teams, the tie will broken by ranking the Teams in order of their scores in the Qualifying Series. If a tie still remains, the tie will be broken using the scores of the last race of the Final Series. If a tie still remains it will stand as the result of the Final Series. This changes RRS A8.

20.3 If a team is unable to start a race because the OA 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. A list of Standard Penalties will be posted on the ONB.

20.5 The overall placings for the event will be:

(a) Places 1st through 4th: the placings from the Final Series; and,

(b) Places 5th and thereafter: the placings from the Qualifying Series

21. SAFETY [SP] [NP]

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, Att. 7 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.[NP]

22.1 The official boats will be marked with the Host Clubs burgee. Official vessels may include:

(a) Signal Vessel
(b) Repair boat
(c) Mark boat(s)
(d) Umpire boat(s)
(e) Media boat

23. COMMUNICATIONS [SP]

23.1 Unless otherwise provided by the OA, 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, they shall not be used.

24. ADVERTISING [SP] [NP]

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

24.2 If required by the OA, each crew will:

(a) Wear the event supplied bib at all times and in the manner prescribed by the OA while on the water.
(b) Display the event supplied battle flag at all times while on the boat.
(c) Only display advertising in accordance with National Sailing League Competitor Advertising Guidelines which can found on the ONB.

25. MEDIA, IMAGES, SOUND [SP] [NP]

25.1 If required by the OA:

(a) Media personnel / equipment supplied by the OA shall be carried on board while racing.
(b) Competitors shall wear microphones and cameras supplied by the OA during racing and be available for interviews when advised by the OA or RC.
(c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

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

25.3 The OA have the right to use any images and sound recorded during the event free of charge.

26. FINE PRINT (but it's still important) [NP]

26.1 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.

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