



sailing
CHAMPIONS
League
ASIA PACIFIC

SAILING INSTRUCTIONS

[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	NSL Management Services P/L in association with Newcastle Cruising Yacht Club (NCYC)
Regatta Office	Newcastle Cruising Yacht Club
Venue	95 Hannell St, Wickham NSW 2293
Onshore Notice Board	NCYC Regatta Office
Online Notice Board (ONB)	https://sailing-championsleague.asia/2021-sclap-final-online-notice-board/
Signal Mast	NCYC Start Boat
Race Area	Inner Basin, Hunter River (off Honeysuckle Hotel)
Marks	Leeward Gate Marks – Yellow Inflatable marks Windward Gate Mark – Yellow Inflatable marks
Class Flag	White background with National Sailing League Logo
Changeover boats	SI 14.4 Applies
Shore based changeover area	Lower landing Honeysuckle Wharf, adjacent to Honeysuckle Hotel

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. World Sailing Addendum Q – Umpired Fleet racing (Amended)
- Attachment 6. Standard Penalties
- Attachment 7. Special Regulations for the Race Area

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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 & approved by Australian Sailing under rule 86.3; and,
- (c) Prescriptions & 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 & 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

5.1 The regatta is a short course umpired fleet racing event. Each race will be sailed in class-identical one-design boats. Teams rotate through the boats as the event progresses 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 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 Groups with the top four from 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 flights.
- (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 ranked 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 boat from the Qualifying Series is granted one win at the start of the Final Series.

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- (d) Teams race until one Team has two wins, which concludes the event.
- (e) 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 2 male & 2 female crew for a total of 4 including the skipper. U22 (youth) teams may have 1 additional crew member racing with either 4 or 5 crew members. U22 teams racing with 5 will be eligible for the Open division.
- 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 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.

7. PROGRAMME

- 7.1 A provisional programme below is attached as Att. 2. An updated programme may be posted on the Official Notice Board prior to 20:00 of the day prior.

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

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

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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

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

13.5 Boats that start later than 3 minutes after their starting signal will be scored DNS without a hearing. This changes RRS 63.1 & A5.

13.6 The Start sequence for subsequent races will commence as soon as possible after crew changes have finished subject to Sailing Instruction 14.5.

13.7 [SP] Boats shall not have spinnakers hoisted in the last minute prior to the Starting signal until after they have Started and cleared the Start Line.

14. BOAT ALLOCATION LIST & CHANGEOVER [SP]

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 Changeover boats are in use (Table 1):

- Changeover boats will be located near the finish line; and,
- 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.
- As soon as possible after Finishing, teams shall lower spinnakers and proceed promptly to the Changeover Boat displaying the number of their Race Boat.
- 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.
- 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.
- Teams who are not on the Changeover boat by the required time will be scored DNS.

14.4 If a shore-based changeover area is use (Table 1):

- Changeover area will be identified in Table 1; and,
- Changeover area will display, either by flag or on a board, the number of the boat for which they are changing Teams. For example, a Changeover Area displaying "3" will change the teams on Boat 3.
- As soon as possible after Finishing, teams shall lower spinnakers and proceed promptly to the Changeover Area displaying the number of their Race Boat.
- Teams scheduled to sail in a race and who are not already sailing, shall be present and

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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.

(e) Teams not in the relevant Changeover area 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

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 a damage to a boat, the team shall complete a damage report as described in Att 3.

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 & UMPIRES [SP]

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 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.

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

18. CHANGES TO THE DEFINITIONS & 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 Att. 5 Addendum Q Umpired Fleet Racing.

18.5 RRS 63.1 is amended to include "An Umpire may penalise a team under Att. 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 Att. 5.

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

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20. SCORING

20.1 The format of the Qualifying Series will either Group Rounds or Flights as set out below:

(a) **Group Rounds:**

- I. Teams shall be allocated into Groups A and B (& possibly C and D) 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 conclusion of the first day of racing.
- II. 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
- III. Three races are required to be completed by all competitors in order to constitute a valid Qualifying Series.
- IV. Each team's score will be the total sum of all their race scores.
- V. If at the end of round of the Qualifying Series, some of the teams have sailed less races due to scheduled races not being started, the teams missing a race will be scored according to RRS A9 (b). This changes RRS A2 & A5.
- VI. The top four teams will proceed to the Final Series.

(b) **Flights:**

- I. RRS Appendix A Low point system will be used under RSS for all races of the Qualifying Series. DNC, DNS, OCS, DNF, DNE, RET, DSQ all score points equal to the number of boats scheduled in each race. This changes RRS A4, A5
- II. Three races are required to be completed by all competitors in order to constitute a valid Qualifying Series.
- III. Each team's score will be the total sum of all their race scores.
- IV. If at the end of the Qualifying Series, some of the teams have sailed less races due to scheduled races not being started, the teams missing a race will be scored according to RRS A9 (b). This changes RRS A2 & A5.
- V. The top four teams will proceed to the Final Series.

The Race Committee will post the format of the Qualifying Series on the ONB no later than 24 hours before the first Warning Signal.

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 one race & a maximum of four races. The Final Series will complete when a boat has scored 2 first places.
- (c) The winner of the Qualifying Series will be awarded one first place in the Final Series prior to the start of the first race of the Final 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 than 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 be 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.

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 & A5

20.4 The Race Committee may impose a penalty on a team in accordance with Att. 6 – Standard Penalties. A list of Standard Penalties will be posted on the ONB.

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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 & thereafter: the placings from the Qualifying Series

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, Att. 7 will contain Special Regulations for the Race Area. These relate to commercial shipping & other local regulatory requirements of the Race Area. A Team failing to comply with any of the regulations in Att. 7 will be penalised in accordance with Att. 6 – Standard Penalties.

22. OFFICIAL BOATS.

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

- Signal Vessel: "Official"
- Repair boat: Flag "Official"
- Umpire boat: "U"
- Media boat: "Media"

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, 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:

- Wear the event supplied bib at all times & in the manner prescribed by the Organising Authority while on the water;
- Display the event supplied battle flag at all times while on the boat;
- Only display advertising in accordance with National Sailing League Competitor Advertising Guidelines which can be found on the ONB.

25. COACH & SUPPORT BOATS [SP]

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

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

26. MEDIA, IMAGES, SOUND [SP]

26.1 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 & cameras supplied by the OA during racing & be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will

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allow commentators to communicate with them whilst racing.

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

26.3 The OA have the right to use any images & 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 & the correct nautical conduct of the crew. Attention is drawn to RRS 3.

National Sailing League is a trading name of NSL Management Services Pty Ltd ABN 77 628 943 706

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