

Newcastle Sailing League

Up to eight teams in each League will contest the Newcastle Sailing League (Sixth Edition).

Racing will be fleet racing format with up to three races each day.

The Newcastle Sailing League strives to discover local talent and identify the fastest crews on the water!

The one-design format places a heavy focus on building and showcasing skills of boat handling, boat speed, tactics and rules knowledge.



NEWCASTLE CRUISING
YACHT CLUB



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Event Webpage –

<https://www.ncyc.net.au/inshore-racing/>

SAILING INSTRUCTIONS

1 RULES

1.1 The event will be conducted by:

- a)** The rules, as defined in the current Racing Rules of Sailing (RRS) of World Sailing;
- b)** The Prescriptions, Amendments and Special Regulations of Australian Sailing; and
- c)** This Race Document, except in the event of a conflict with the Notice of Race in which case the Sailing Instructions will take precedence.
- d)** RRS 44.2 is changed so that only one turn, including one tack and one gybe, is required
- e)** The Elliott 6 User Agreement, available on the Event Webpage.

2 ENTRY & DAMAGES

2.1 Only teams accepted by the Organising Authority (OA) will be eligible to compete.

2.2 The damage liability is the limit of liability of each skipper for each incident. In the event that a team is liable to cover any repair/maintenance costs, the skipper may be required to resolve the matter, up to a maximum liability of \$1000 per incident, prior to the next raceday.

2.3 Each skipper is responsible for the damage or loss to their boat and equipment up to the maximum liability defined in SI 2.2 unless responsibility is otherwise assigned by the OA.

2.4 After the warning signal for a race the helmsperson shall not leave the helm for the duration of that race, except in an emergency. The helmsperson shall be a registered crew member.

2.5 When a registered crew member is unable to continue in the event, the Race Committee may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATION WITH COMPETITORS

3.1 Notices to competitors will be posted on the event webpage –

<https://www.ncyc.net.au/inshore-racing/>

3.2 Signals made ashore will be displayed from the flagstaff located on top of the floating Sailing Academy barge on F-arm of the marina.

3.3 Competitors shall attend the daily briefing in the clubhouse unless excused by the OA.

4 SUPPLIED YACHTS

4.1 The event will be sailed in Elliott 6 class yachts.

4.2 The sails to be used will be allocated by the Race Committee.

4.3 Competitors shall not alter, reposition or add to the standard sailing equipment as supplied by NCYC in accordance with the Elliott 6 User Agreement.

5 IDENTIFICATION & ASSIGNMENT OF BOATS AND SAILS

5.1 Boats will be identified by the Sail Number.

5.2 Boats and sails will be assigned by the OA

5.3 Each team will be assigned a 'Sail Number' (A, B, C, etc.). Each week, teams shall collect their Sail Number patches and attach them to the forward end of their mainsail using the velcro provided.

6 SCHEDULE OF EVENTS

- 6.1 There shall be a maximum of three races (3) races per day.
- 6.2 Subsequent races will be started as soon as practical after the preceding race.
- 6.3 The schedule is as follows:

Event	Time <i>(Open / Women's / Youth)</i>
Compulsory Competitors Briefing	4:55pm
First boat can be towed out of marina	5:15pm
First Warning Signal	5:45pm (up to three races)
Viewing from Honeysuckle Hotel	
Daily Results in the NCYC Clubhouse	ASAP after racing

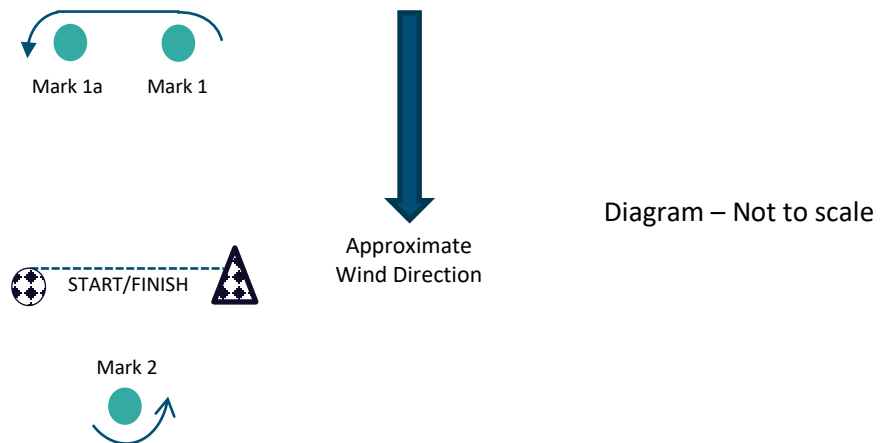
7 RACING AREA

- 7.1 The intended racing area will be in the vicinity of Honeysuckle Hotel, in the Basin of Newcastle Harbour and outside the main shipping channel near Queens Wharf.

8 COURSE – OPEN LEAGUE AND WOMEN & YOUTH LEAGUE

- 8.1 The courses shall be windward/leeward configurations.
- 8.2 Marks 1, 1a and 2 shall be rounded to port.
- 8.3 Marks 1, 1a and 2 will be green inflatable buoys.
- 8.4 The Start/Finish Mark will be a black & white check inflatable buoy.
- 8.5 The course descriptions are:

COURSE CONFIGURATION <i>(all Marks rounded to PORT)</i>	
Two Laps	<i>Start – Mark 1 – Mark 1a – Mark 2 – Mark 1 – Mark 1a – Mark 2 – Finish</i>



10 THE START

- 10.1 The starting line will be a straight line between the port end Mark and an orange flag on the Race Committee vessel.
- 10.2 Start signals will be made in accordance with RRS 26.
- 10.3 The Class Flags will be code Flat "E"
- 10.4 A boat shall start not later than 5 minutes after her start signal.

11 THE FINISH

- 11.1 The starting/finishing line will be a straight line between the Start/Finish Mark and an Orange Flag on the Race Committee Vessel.

12 TIME LIMIT

- 12.1 The Finishing Window will be 10 minutes, that is, within ten minutes of the first boat to finish.
- 12.2 Boats not finishing within the time limit shall be scored Did Not Finish without a hearing. This Changes RRS 35.

13 PROTESTS

- 13.1 Arbitration may be implemented as per Appendix T.
- 13.2 The Protest Time Limit will be 60 minutes after the last boat finishes.
- 13.3 Umpires may be appointed by the Organising Authority. The Race Committee will advise competitors at the competitor briefing if such appointment has been made and that races will be umpired under RRS Appendix U.
- 13.4 When the Race Committee has announced that races will be umpired under Appendix U, SI 13.2 does not apply.

14 SCORING

- 14.1 There will be a maximum of three (3) races per day. Except for the Double Handed League will race one (1) race only per day.
- 14.2 The Low Point Scoring System of Appendix A9 of the RRS will apply.
- 14.3 No drops will apply.

15 MEDIA RIGHTS AND RESTRICTIONS

- 15.1 The conditions of entry include that competitors acknowledge that the OA owns all media rights to the event and may exercise those rights as it sees fit and that the OA has the unconditional perpetual right to publish and broadcast, for any purpose and in any media, photographs and video and audio recordings taken of boats and competitors during the event.

16 PRIZES

- 16.1 Prizes will be awarded to 1st, 2nd & 3rd placed teams overall at the Prizegiving Ceremony on the last day of racing.
- 16.2 Other prizes may be awarded at the discretion of the OA.

17 DISCLAIMER

All those participating in the event do so at their own risk and responsibility. Competitors must acknowledge this prior to competing and release the OA and its sponsors and their respective officers, employees, volunteers and members from all liability by signing a form provided by the OA.

Specific attention is drawn to RRS Fundamental Rule 4, which states:

"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

RRS APPENDIX U - UMPIRED FLEET RACING RULES

*The aim of this process is to have all boat-vs-boat **protests** decided at the time of the incident. Competitors need to accept that an umpire may not be in a position to adjudicate every incident. This Appendix changes racing rules in Definitions, Part 2, 4, 5, and A5*

U1.1 CHANGES TO THE DEFINITIONS AND RULES OF PART 2

- (a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.'
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
 - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
 - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

U2.1 PROTESTS

- (a) A boat may protest another boat under a rule of Part 2 or rule 31 or rule 42, by hailing "PROTEST", raising a red flag in the air and identifying the other boat(s) involved at the first reasonable opportunity for each.
- (b) The protested boats are not entitled to a hearing unless there was damage or injury.
- (c) Protests for all other rules or requests for redress shall be advised to the Race Committee or umpires within 2 minutes of finishing. The Protest Committee may take evidence in any way it decides and may make any determination it believes is equitable which may be to award no penalty.

U3.1 VOLUNTARY PENALTIES, UMPIRE SIGNALS AND PENALTIES

- (a) A boat may promptly acknowledge breaking a rule by taking a One-Turn Penalty or retiring.
- (b) If no boat takes a penalty, an umpire shall signal a decision as follows.
 - (i) a green and white flag with one long sound means 'No penalty'.
 - (ii) a red flag with one long sound means 'The identified boat is penalised' and the boat shall take a Two Turn penalty.'
 - (iii) a black flag with one long sound means 'The identified boat is disqualified' and the boat shall promptly leave the course.
- (c) An umpire may exonerate a boat without a hearing or penalise a boat without a protest by another boat by signalling in accordance with U3.1(b)(ii) or U3.1(b)(iii), or report the incident to the protest committee, or both, when the boat:
 - (i) breaks a rule of Part 2 and there is physical contact, damage or injury;
 - (ii) breaks rule 31;
 - (iii) indicates that she will take a penalty turn, and then fails to do so;
 - (iv) breaks a rule and gains an advantage;
 - (v) fails to take a penalty signalled by an umpire, or
 - (vi) commits a breach of sportsmanship.
- (d) If the umpires decide that a boat may have broken a *rule* other than Part 2 they shall inform the protest committee for its action under rule 60.3.

U4.1 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

- (a) A boat is not entitled to claim redress under rule 62.1(a). The umpires may request the protest committee to consider redress if they believe an improper action or omission may have occurred.
- (b) There shall be no request for redress or an appeal from a decision made under the rules of this appendix. In rule 66 the third sentence is changed to 'A *party* to the hearing may not ask for a reopening.'
- (c) No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as provided above.

Competitors are encouraged to ask the Umpires after racing about a decision made on the water to assist with learning outcomes. This can be done between races or on shore. Attempt to identify the umpire that made the decision to speak with about the incident.