



COUTA BOATS, NOTICE OF RACE (NOR) and SAILING INSTRUCTIONS (SI) for the SSCBC 2021-22 season.

Sorrento Sailing Couta Boat Club is the Organising Authority (OA) for races it conducts at the Club.

1. RULES

- 1.1 - Racing will be governed by the *rules* as defined in [The Racing Rules of Sailing](#).
- 1.2 - [SP] Australian Sailing (AS) Special Regulations Part 1 Category 7.
- 1.3 – [SP] Rule 40.1 (wearing PFDs) applies at all times while racing.
- 1.4 The penalty for a breach of the AS Prescription to RRS 46 shall be a Discretionary Penalty [DP]
- 1.5 - Appendix T Arbitration as modified in SI 23 applies.
- 1.6 – [SP] Boats shall carry VHF radios and monitor Ch.73 at all times while afloat.
- 1.7 - [DP] The SSCBC Member Protection Policy Codes of Conduct apply to all competitors and participants.
- 1.8 - [DP] A boat shall not commit a breach of sportsmanship or inappropriate behaviour.
- 1.9 – [DP] Boats shall promptly co-operate with any request by a Committee to inspect or audit a boat.
- 1.10 Attention is drawn to Couta Boat Class Rule 3.3: Where the Jibboom is defined as part of the hull.
- 1.11 - Boats shall not use electronic navigation or tactical equipment while racing unless permitted by class rules.
- 1.12 - Recording and uploading tracking information is permitted, provided it is not accessed while racing.

2. CHANGES TO NOR/SI & NOTICES TO COMPETITORS & SIGNALS ASHORE

- 2.1 The Official Notice Board (ONB) shall be www.sscbc.com.au/coutaboats/
- 2.2 Any change to the NOR/SI will be posted 1.5 hours before the warning signal of the race it will affect or 10 minutes before AP is removed ashore, except that any change to the schedule of races will be posted by 1900 hours on the day before it will take effect.
- 2.3 WhatsApp messages and emails are a secondary courtesy notification.
- 2.4 - Signals made ashore will be displayed on the Eastern signal mast.
- 2.5 - When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- 2.6 - When a numeral pennant is displayed with an AP it shall apply to that division. This changes Race Signals AP over numeral pennant.

3. ELIGIBILITY AND ENTRY

- 3.1 – [SP] A boat shall complete her online entry and submit her safety declaration before her first race.
- 3.2 - Boats may be entered by a current member of the SSCBC using the links on the ONB.
- 3.3 - Boats on the Couta Boat Association (CBA) register may be entered for a CBA Race. Races noted "CBA" in the calendar are organised in conjunction with the CBA.
- 3.4 - Boats shall maintain \$5m public liability insurance cover at all times.

4. RACE SCHEDULE

See the Calendar on the ONB for dates and 1st warning signals.

5. SERIES

A prize will be awarded for each completed series detailed in the Calendar (1 race unless varied in an RSI). Passage Aggregates are denoted (PA), Aggregates are denoted (A) or (PA)

6. PENALTY SYSTEM TURNS

- 6.1 - Rules 44.1 and 44.2 are changed so that only a part-turn is required.
- 6.2 - On a leg to a windward mark, a part-turn is a gybe and luffing to a close-hauled course as soon as reasonably possible.
- 6.3 - On other legs a part-turn is a tack and bearing away as soon as reasonably possible to more than 90 degrees from the true wind.
- 6.4 – Penalties shall not be taken in the zone of a mark or between marks 1 and 1V or 1A (Hitch legs)

7. POST-RACE, STANDARD [SP] and DISCRETIONARY [DP] PENALTIES

- 7.1 - The Post Race Penalty in T1 (b) is changed to increase a boat's score by 25% of the difference between her score without the penalty and the score for retirement.
- 7.2 - The Race Committee may apply a Standard Penalty [SP] without a hearing or the Protest Committee may apply a Discretionary Penalty [DP] or [SP] where a rule is notated that way. This changes Rules 35, 63, A4 and A5.
- 7.3 – These penalties may also include handicap penalties

8. SCORING

- 8.1 - After 3 races are completed a boat's worst score will be excluded, from her series score, increasing by 1 more exclusion each time a further 3 races are completed.
- 8.2 - Boats still racing at the finish window will be scored TLE, 1 point more than the number of boats that finish. The Race Committee may allocate such a score before the finish window closes.
- 8.3 – The scores for DNC, DNS, OCS, UFD, BFD, DNF, NSC, RET, DSQ shall be 1 point more than the number of boats that come to the starting area.
- 8.4 - This SI changes RRS 35, A2.1, A4 and A5

9. HANDICAPS

9.1 – [DP] Couta Boat races are performance handicapped based on the AS Performance Handicap System with specific parameters defined by the SSCBC Handicapping Committee.

10. CHANGES TO COMPETITORS AND EQUIPMENT

[SP] At the first reasonable opportunity, usually at least an hour before racing, a boat must advise any change of equipment, helmsman or crew that may have a material change in performance using the form on the ONB.

11. VOLUNTEERS

A boat that does not race in an aggregate race due to the skipper and/or crew's participation as a volunteer(s) engaged in Club sailing activities (for example patrol boat roster) shall, at the discretion of the protest committee, be

awarded average points for that race. This changes rules 35, A4, A5

12. DISCLAIMER

Competitors participate in a race entirely at their own risk. See rule 3, Decision to Race. The Organising Authorities will not accept any liability for material damage or personal injury or death sustained in conjunctions with or prior to, during, or after the race.

13. [SP] CREW REGISTER & SIGN-ON



13.1 – Boats shall register all crew using the crew register process on the ONB before going to their boat to race.

13.3 - Boats shall sign-on with sail number and POB only via VHF 73 before leaving the moorings or jetty.

13.4 - Boats shall sign-off upon return to the moorings or jetty, before having a refreshment and no later than the protest time limit.

13.5 - A boat that retires or stops racing shall notify the Race Committee as soon as reasonably possible via VHF on Channel 73.

14. CLASS FLAGS

Division	Numeral Pennant	Classes
1		Div 1 Couta Boats
2		Div 2 Couta Boats

15. RACING AREA

The racing area shall be generally as set out in the course map diagram or as detailed in an RSI.

16. COURSES

There are special provisions for Fixed (BOX) Starts, Fixed Marks, and Fixed (BOX) Finishes – All of these are contained in the Fixed Mark Addendum

16.1 - The courses are described in the course diagrams or RSI.

16.2 - Prior to the warning signal, the course will be broadcast on CH 73 and may be displayed from the Race Committee Vessel

16.4 - If mark 1A or mark 1V is laid in the vicinity of mark 1 leave the laid mark(s) to port before and after rounding mark 1 respectively.

16.5 - WA and LA Courses Gate Marks: If only one gate mark is in position, that mark shall be rounded to port.

17. INFLATABLE MARKS

Start Pin	Orange	New Mark	Orange
Finish Pin	Blue	1V	Green
Other Marks	Pink		

18. THE START (RRS 26)

18.1 - Races will be started by using rule 26

18.3 - The starting line will be between the orange starting mark (pin end) and a staff displaying an orange flag on the committee vessel.

18.4 - To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

18.5 - A boat that does not start within 10 minutes after her

starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

19. RECALLS (RRS 29)

The Race Committee will, attempt to notify OCS boats by sail number on VHF, which may be up to a minute after the starting signal. RRS 60.1 (b) is changed so that a boat may not request redress for an action or inaction under this SI.

20. CHANGING THE COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark

21. THE FINISH

The finishing line shall be between a staff displaying a blue flag on the committee vessel and the course side of the finishing mark.

22. TIME LIMITS

The finish window is the elapsed time of the first boat that sails the course and finishes plus 50%.

23. PROTESTS, SCORING ENQUIRIES & HEARING REQUESTS

23.1 – Protests, Scoring Enquiries and Hearing Requests may be delivered to the race office using the link on the ONB, or by physically delivering it to the race Office. Forms available at the race office may be used.

23.2 - The protest time limit and redress time limit is one hour after the last boat has finished the last race of the day. “or two hours after the incident, whichever is later” is deleted from rule 62.2.

23.3 - A request for redress based on an incident identified in a scoring enquiry will meet the time limit if:

a) the scoring enquiry was delivered within the time limit specified as changed by SI 23.2; and

b) the request for redress is delivered as soon as reasonably possible after being notified of the race committee’s response to the scoring enquiry.

23.4 - Notices will be posted and communications made within 30 minutes of the protest time limit to inform boats of hearings that will be held that day.

24. USE OF ENGINE TO AVOID COMMERCIAL SHIPPING

24.1 - Boats with a reasonable apprehension of interfering with commercial shipping shall use their engine to stay clear:

24.2 – [DP] A boat shall inform the Race Committee by radio when she uses her engine under this instruction

24.3 – [DP] After engine use, a boat shall not have gained an advantage in the race.