



She Sails & Match Races @ Sorrento 2022



Sorrento Sailing Couta Boat Club - Organizing Authority

2022 – Specific dates to be advised by RSI

Sorrento, Australia

Notice of Race

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury

NoR: Notice of Race

OA: Organising Authority

RRS: Racing Rules of Sailing

SI: Sailing Instruction

RC: Race Committee

RCV: Race Committee Vessel

TD: Technical Delegate

RSI: Round Sailing Instructions

[NP]: A boat may not protest as per NoR 1.3

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing, including RRS Appendix C
- 1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.4 The event [has applied for] [is a] World Sailing Grade <grade (WC/1/2/3/4/5)>. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.

2 SAILING INSTRUCTIONS

The SI's are available on the official notice board, RSIs will be available 1 hour before the first attention signal

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online official notice board which is located at <URL>.
- 3.2 Signals made ashore will be displayed from the flagpole.

4 ELIGIBILITY AND ENTRY

- 4.1 4 skippers will be invited per day

Skippers wishing to receive an invite may register their request with the OA by emailing sailadmin@sscbc.com.au.

4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the invitation, will be eligible to enter this event.

4.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.

4.4 All competitors shall obtain a World Sailing Sailor ID by registering online at www.sailing.org/sailor_id_request.php. Skippers shall inform the OA of their World Sailing Sailor ID at registration.

4.5 The skipper shall complete registration, pay any entry fee, [arrange the damage deposit of AUD \$200 and shall ensure that all crew complete crew weighing, all between 1 hour before the first attention flag unless extended by the OA.

To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.6 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d))

5 DAMAGE / DAMAGE DEPOSIT

5.1 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of **AUD \$5,000,000** per incident.

5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event.

5.3 The OA will refund any remaining damage deposit within 10 days after the event.

6 CREW (INCLUDING SKIPPER)

6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 3 or 4. All registered crew shall sail all races

6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

6.3 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.

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

6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 272 kg, determined at the time of registration or such time as required by the RC.

6.6 Crew weight may be checked during the regatta. When crew weight was checked prior to racing, at any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.

6.7 The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

7 EVENT FORMAT

7.1 The OA intends to provide 2 Jubilee type boats for racing in the event. Each boat will have the following sails: Main, Jib Symmetrical Spinnaker

- 7.2 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.
- 7.3 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.
- 7.4 While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.
- 7.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.
- 7.6 The course will be windward/leeward with starboard rounding, finishing downwind.
- 7.7 The intended racing area will be in front of the club past X mark.
- 7.8 (a) Skippers will be seeded into a round robin.
(b) After the First Stage the following will apply:
- (1) Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
 - (2) In reference to RRS C4.1, the highest ranked skipper from the first stage shall choose their end for the first match and boats shall alternate every odd match.
 - (3) Crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
 - (4) Further matches in the series will not be sailed once the first skipper scores the points required for that stage.
- 7.9 The event will consist of the following stages:
- (a) First Stage - Round Robin(s)
- (1) All skippers will sail multiple round robins. until the race committee terminates it.
 - (2) The four highest scoring skippers shall qualify for the next stage.
- (b) Second Stage - Blank
- (c) Third Stage – Fifth to Eighth Place
- (1) The losing quarter finalists shall sail for fifth to eighth places.
 - (2) In each series the first skipper to score at least one point will be the winner.
 - (3) The two winners in each series shall sail against each other for fifth and sixth places.
 - (4) The two losers in each series shall sail against each other for seventh and eighth places.
- (d) Fourth Stage - Knock-Out Semi-Finals
- (1) The skipper finishing first in Stage One shall select their opponent when requested by the RC to do so. The remaining two skippers shall race each other.
 - (2) The first skipper of each series to score at least 2 points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.
- (e) Fifth Stage – Knock-Out Third and Fourth Place
- (1) The losing semi-finalists shall race to determine third and fourth place.

- (2) The first skipper to score at least 2 points shall be awarded third place, the losing skipper awarded fourth place.

(f) Sixth Stage – Knock-Out Final

- (1) The first skipper to score at least 2 points shall be awarded first place, the losing skipper awarded second place.

7.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages

8 PROVISIONAL PROGRAMME

8.1 Schedule

- (a) Race office open from - See RSI
- (b) Registration from date and time until - See RSI
- (c) Crew weighing from date and time until - See RSI
- (d) Practice from date and time until - See RSI
- (e) First briefing at - See RSI
- (f) First meeting with umpires following the first briefing.
- (g) Opening Ceremony on - See RSI
- (h) Racing days from - See RSI
- (i) Time of the first race each day will be - See RSI
- (j) The latest time for an attention signal on the last day of racing will be - See RSI
- (k) Prize giving on the deck

8.2 Unless excused by the OA, attendance at the following is mandatory:

- (a) Initial briefing for skippers.
- (b) Daily briefing, for skippers.
- (c) Daily press conferences, for skippers sailing that day.
- (d) Regatta dinner, for skippers.
- (e) Prize giving for the final skippers and crews.

9 ADVERTISING

9.1 [NP] Boats shall display advertising chosen and supplied by the organizing authority.

10 [NP] CODE OF CONDUCT

10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into disrepute.

10.2 Competitors and support persons shall handle any equipment provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

11 [NP] SUPPORT PERSON

11.1 Support person vessels shall conspicuously display identification of the team being coached.

11.2 Support persons shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from the officials.

11.3 The OA will not provide berths for support person vessels .

12 RISK STATEMENT

RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by

other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

13 FURTHER INFORMATION

For further information please contact SSCBC - +61 3 5984 8200

Grace Cockman	gracecockman1@gmail.com
Julia Mackinnon	sailamin@sscbc.com.au
Ben Fels	sail@sscbc.com.au