

SAILING INSTRUCTIONS

ORGANISING AUTHORITY

The SB20 National Championship is organised by One 15 Marina on behalf of the SB20 Association of Singapore.

1 RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing, and the Maritime and Port Authority of Singapore (Pleasure Craft) regulations.
- 1.2. National authority prescriptions will apply. For RRS 40 Personal Flotation Devices, add on after the rule the following: "Singapore Sailing Federation prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area."
- 1.3. In all rules governing this regatta, the notations:
 - 1.3.1 [DP] denotes a rule for which the penalty is applied according to the RRS Introduction –Notation.
 - 1.3.2 [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
- 1.4. [DP][NP] In accordance with obtained permission under class rule A6, the class rules are changed as follows:
 - (a) Class rule C.5.1 is deleted entirely and replaced with the following: C.5.1 A floating throwing line, minimum of 20m long and 6mm in diameter shall be attached at the stern.
 - (b) Class rule C.4.2: Mobile telephones and handheld GPS may be carried on board.
- 1.5. UMPIRED FLEET RACING will apply. Refer to Attachment C
- 1.6 [DP] The penalty for a breach of the class rules may, at the discretion of the Protest Committee, be less than a disqualification.
- 1.7 [NP] The infringement of RRS Appendix G, IDENTIFICATION ON SAILS, shall not be grounds for protests by a boat.
- 1.8 RRS Appendix G3, CHARTERED OR LOANED BOATS, will apply. A boat chartered or loaned for an event may carry national letters or a sail number in contravention of her class rules.
- 1.9 If there is a conflict between a rule in the Notice of Race (NoR) and the Sailing Instructions (SI), the rule in the SIs will take precedence. This changes RRS 63.7.
- 1.10 If there is a conflict between languages, the English text will take precedence.

2 NOTICES TO COMPETITORS

- 2.1 Notice to Competitors will be posted on the Official Notice Board located in front of the Chart Room. Notices may also be posted online via <https://www.sailscores.com/RM1994/Regatta/2024/SB20SingaporeNationalChampionships> Failure to post a notice online will not be grounds for redress. This changes RRS 62.1(a).
- 2.2 All competitors shall monitor VHF Channel 76 for any oral changes to the SIs on the water until the warning signal of the next race.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the Sailing Instructions will be posted at least 60 minutes before the first warning signal on the day it will take effect, except that any change to the schedule of races will be posted no later than 1900 hrs the day before it will take effect. Oral changes may be given on water as per RRS 90.2(C)

3.2 Failure to receive the changes will not be grounds for redress. This changes RRS 62.1(a)

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the official flagstaff at the marina.

4.2 When flag "AP" is displayed ashore, 1 minute" is replaced with not less than 30 minutes in the race signal AP.

5 SCHEDULE

5.1 The schedule of activities will be as follows:

Saturday		
08:00hrs-10:30hrs	Registration & Weigh-ins	Chart Room
10:30hrs	Skippers Briefing**	One 15 Nova Room
13:00hrs	First Warning Signal	Race Area
Sunday		
12:00hrs	First Warning Signal	Race Area
18:00hrs	Prize award	Boater's Bar

5.2 **Attendance is mandatory for skippers.

5.3 There are 10 races scheduled for the regatta.

5.4 No warning signal will be made after 1600h on the last day of racing.

6 CLASS FLAG

The Class Flag will be a white flag with the SB20 Class insignia.

7 RACING AREAS

At the waters South of One 15 Marina. See Attachment A

8 THE COURSES

8.1 The diagrams in Attachment B shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2 If there is only one gate mark, the mark shall be rounded to port.

8.3 No later than the warning signal, the Race Committee signal vessel will display the course and approximate compass bearing of the first leg.

9 MARKS

9.1 Mark 1 will be an inflatable yellow truncated conical buoy.

9.2 Mark 1a will be an inflatable yellow cylindrical buoy.

9.3 Marks 2S and 2P will be inflatable yellow cylindrical buoy.

9.4 New marks, as provided in SI 11.1 will be a pink buoy.

9.5 The starting marks will be a Race Committee vessel displaying an orange flag

and a red oval buoy or another race committee vessel.

9.6 The finishing marks will be a Race Committee vessel and a nearby blue oval buoy.

10 THE START

- 10.1 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 one (1) minutes before a warning signal is made.
- 10.2 The starting line will be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and the course side of the port-end starting buoy or a staff displaying an orange flag on another race committee vessel.
- 10.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

11 CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 To change the next leg of the course, the Race Committee will lay a new mark (or change the gate or 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. In a change of course, Mark 1a will not be deployed.
- 11.2 The position of any mark(s) may be adjusted by up to plus or minus 10 degrees relative to previous location and up to approximately 200 metres to windward or leeward without signalling Flag C, a direction signal, a length signal or a sound signal. This changes RRS 33.

12 THE FINISH

- 12.1 The finishing line will be between a staff displaying a blue flag on the Race Committee vessel and the course side of the nearby finishing buoy.
- 12.2 [DP] When boats are finishing, boats who have finished racing shall avoid the finishing area, keeping well clear of all boats racing, and shall not act to interfere with a boat that has not finished.

13 Penalty System

RRS 44.1 is changed so that the Two-Turns penalty is replaced by a One-Turn Penalty.

14 TIME LIMITS AND TARGET TIMES

- 14.1 Race time limit - The time limit for boats to sail the course and finish is 60 minutes.
- 14.2 Mark 1 time limit - If no boat has passed Mark 1 within 30 minutes from the start, the race will be abandoned.
- 14.3 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.
- 14.4 The race target time will be 30 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protest forms are available from the Race Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit. Contact mobile phone numbers shall be included on the protest form.
- 15.2 Notices will be posted no later than 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing for the day whichever is later to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Jury room at the DMO office.
- 15.3 Notices of protests by the Technical Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).

16 SCORING

16.1 One race is required to be completed to constitute the regatta.

16.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

16.3 When at least 5 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17 [DP][NP] SAFETY REGULATIONS

17.1 A boat that has retired from a race shall notify the Race Committee vessel as soon as possible by hail or by radio transmission.

17.2 RRS 40.1 shall apply at all times while afloat.

18 [DP] REPLACEMENT OF CREW OR EQUIPMENT

18.1 Substitution of competitor will not be allowed unless authorised by the Race Committee. Requests for substitution shall be made in writing and delivered to the race office at the first reasonable opportunity.

18.2 Substitution of damaged or lost equipment will not be allowed unless authorised by the Race Committee. Requests for substitution shall be made in writing and delivered to the race office at the first reasonable opportunity.

18.3 Substitution of competitors, repairs or replacements to equipment, may be made on the water before or between races provided that the Race Committee afloat is notified, and approval granted by the committee before the next race. After the end of the day's racing, the substitution is still subject to the approval of the Race Committee given retrospectively.

19 [DP] RADIO COMMUNICATION

The Race Committee may broadcast information to all competitors by radio on VHF Channel 76, including starting and safety information.

20 [NP] TRASH DISPOSAL

Boats shall not put trash in the water. Trash may be placed aboard support and Race Committee vessels.

21 [DP] BERTHING

Boats shall be kept in their assigned places in the marina.

22 [DP] HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Organising Authority.

23 [DP] DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the last race of the regatta.

24 RISK STATEMENT

Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

(b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

(c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

(d) Their boat is in good order, equipped to sail in the event and they are fit to participate;

(e) The provision of a race management team, patrol boats, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

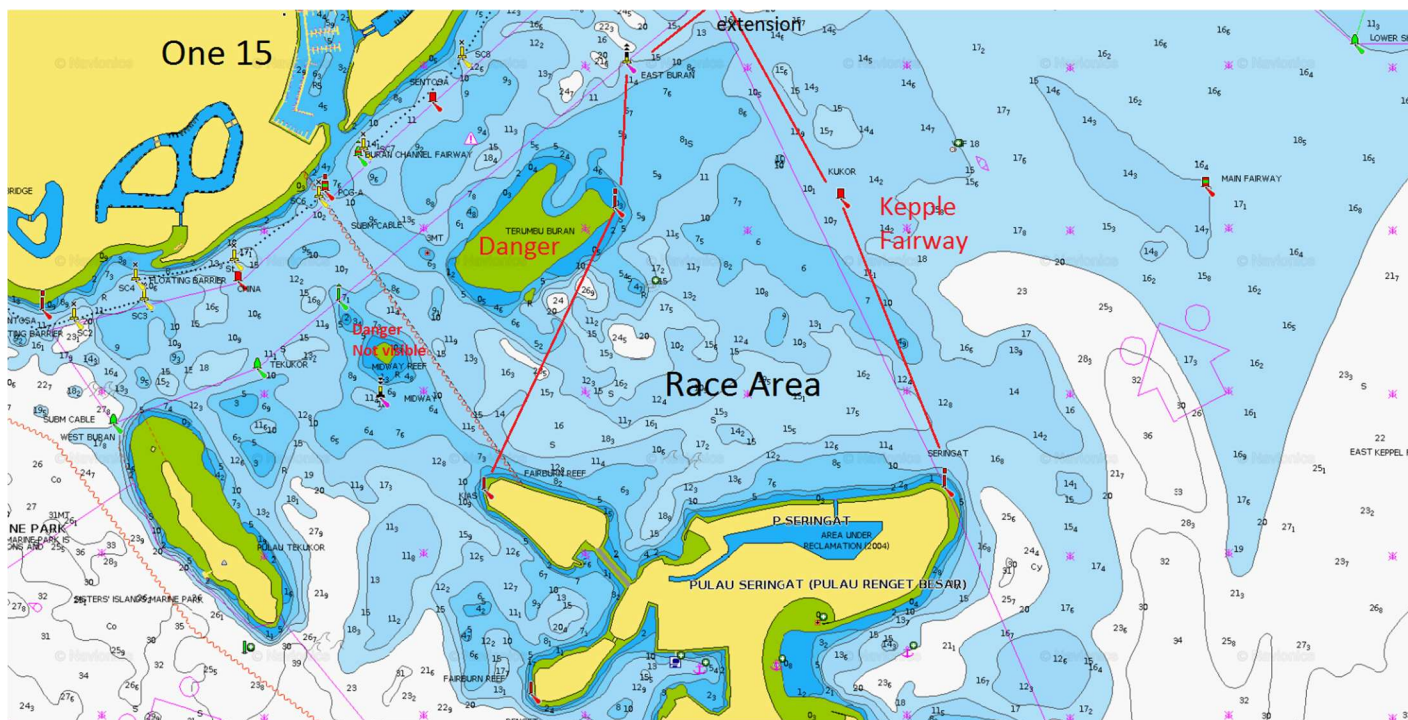
(g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;

(h) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

25 [DP][NP] INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with sufficient minimum cover.

ATTACHMENT A – RACING AREA



Boats leaving One 15 will sail to Racing Area without spinnaker until well clear of Danger area.

Race area boundaries: KIAS Latitude $10^{\circ} 14'$ Longitude $103^{\circ} 50.8'$ to KUKOR R BN FL R 5S 3M to East Buran to extension to KUKOR R FL (3) 15S to SERINGAT

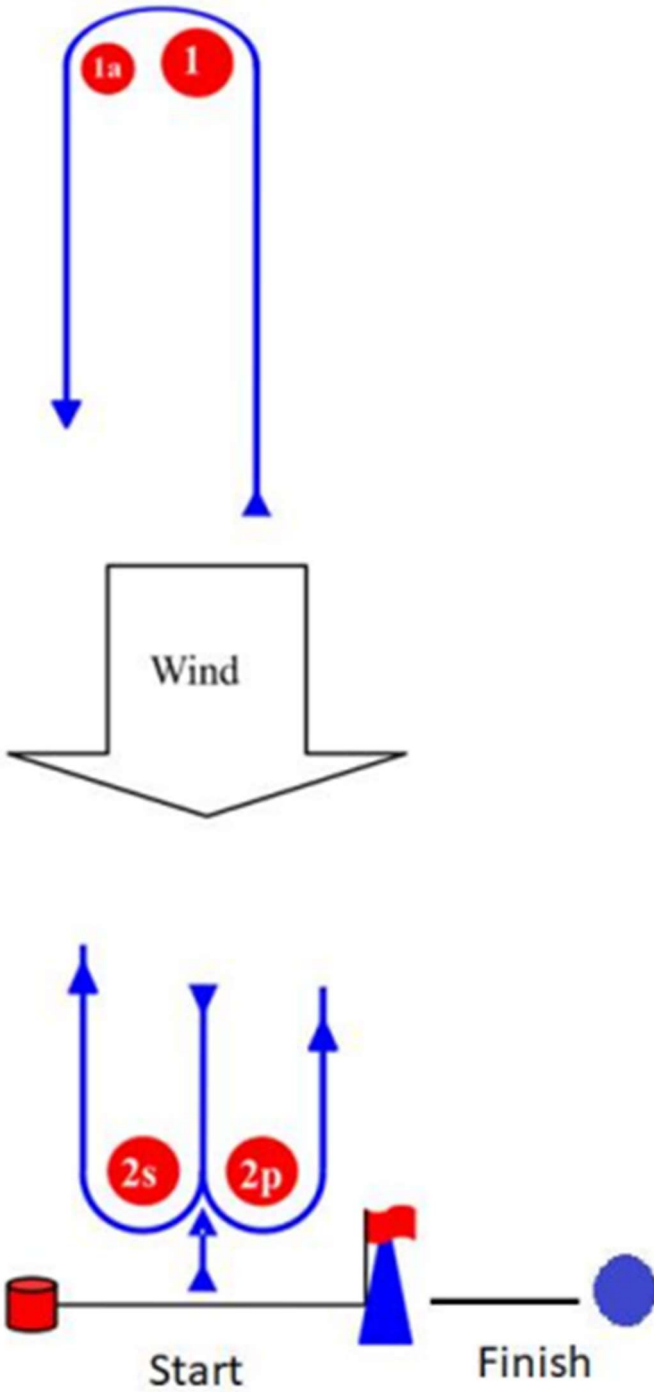
Outside these lines are marked as obstructions and the limit of safe pilotage for the purposes of Part 2 of the RRS.

Boats returning to One 15 will sail through Midway south cardinal to Starboard.

ATTACHMENT B – The Courses

Mark rounding order

Start-1-1a-2s/2p-1-1a-Finish



ATTACHMENT C

APPENDIX UF

UMPIRED FLEET RACING

SB20 National Championship

Version: [Dec 2024]

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

UF1.2 Add new rule 7 to Part 1:

7 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.'

UF1.3 Rule 14 is changed to:

14 AVOIDING CONTACT

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

14.2 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of 2 points on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 2 points on other boats if they consider that these boats contributed to the contact. This rule also applies to bowsprit.

14.3 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 5 points.

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

- (c) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

UF2.2 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'

UF3.3 On the Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing, unless an umpire signals in accordance with UF3.5(d). Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
- (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
 - (6) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.
- (d) A yellow flag with one long sound means 'The umpires do not have the facts required to make a decision.'

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors about the results on the official noticeboard.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 A boat is only entitled to a hearing when the umpires have signalled in accordance with UF3.5(d) or under UF5.3.

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee in the following way:

The boat intending to protest or request redress shall approach the race committee vessel at finishing line as soon as possible after finishing or retiring and shall hail the protested boat(s) sail number(s). For request for redress, the boat shall identify the reason for making it. The boat may use VHF Channel 76 to communicate with the race committee vessel at the finishing line.

- UF5.4** The time limit defined in rule UF5.3 also applies to protests under rule UF5.9, UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.
- UF5.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.
- UF5.6** The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- UF5.7** The first three sentences of rule 64.2 are changed to: 'When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'
- UF5.8** Hearings
Except for a hearing under rule 69.2
- (a) Protests and requests for redress need not be in writing.
 - (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
 - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
 - (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.
- UF5.9** The race committee will not protest a boat.
- UF5.10** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.
- UF5.11** The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.
- UF5.12** Rule 66.2 is changed to 'A *party* to the hearing under this appendix may not request a reopening.'