



2023

**Cherub
New South Wales
Sprint Series**

Sailing Instructions

2023-24 Cherub NSW Sprint Series

Sailing Instructions

1. ORGANISING AUTHORITY

- 1.1. The 2023-24 New South Wales Cherub Sprint Series will be organised by Sydney Flying Squadron, in association with the Cherub Association of New South Wales.

2. RULES

- 2.1. The event will be governed by the rules as defined in the current Racing Rules of Sailing (World Sailing).

These include:

- The Notice of Race
 - These Sailing Instructions
 - The prescriptions and Special Regulations of Australian Sailing
 - The Cherub National Council of Australia Constitution, By-law 2 of that constitution and the Rules and Restrictions of the CNCA
 - The Cherub Association of NSW Constitution and By-laws
- 2.2. Harbour control regulations laid down by the Roads and Maritime Services (RMS) will apply to all rounds held on Sydney harbour.
 - 2.3. Penalties, as described in RRS 44 will apply, except that RRS 44.1 and 44.2 are changed so that only one turn, involving one tack and one gybe, is required.

3. NOTICES TO COMPETITORS

- 3.1. Notices to competitors will be posted on the official regatta notice board(s)

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1. Any change to the sailing instructions will be posted before 1100 hrs on the day it will take effect.
- 4.2. Except that any change to the schedule of races will be posted by 2000 hrs on the day before it will take effect.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the regatta flag pole(s).
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

6. ADVERTISING

- 6.1. Boats may be required to display bow numbers and / or advertising chosen and supplied by the Organising Authority.

7. ELIGIBILITY

- 7.1. The regatta is open to all boats of the Australian Cherub class registered with the CNCA and complying with CNCA rules and restrictions.
- 7.2. All boats must be financially registered with their relevant State Cherub Association that is affiliated with the CNCA.
- 7.3. All competitors shall comply with World Sailing Eligibility Code and must be financial members of an Australian Sailing affiliated club and the appropriate State Cherub Class Owners Association.

8. ENTRY

- 8.1. Eligible boats shall enter online via TryBooking <https://www.trybooking.com/CAUKT>
- 8.2. Entries close at 1200 hrs on the day of the event.
- 8.3. A completed entry form and relevant payment is classified as a valid entry.

9. SCHEDULE OF EVENTS

- 9.1. The Sprint Series will be held at Sydney Flying Squadron.
- 9.2. No warning signal shall be made after 1600 hrs on 22 November 2023.

Round	Race(s)	Date	Time	Event	Venue / Host
1		18 November 2023	1200 hrs	Briefing	Sydney Flying Squadron
	1-5	18 November 2023	Not Before 1300 hrs	Racing	Sydney Flying Squadron
	6-10	19 November 2023	Not Before 1300 hrs	Racing	Sydney Flying Squadron

10. REGISTRATION AND MEASUREMENT

- 10.1. Registration will be conducted on 18 November 2023 between 9000 hrs and 1100 hrs.
- 10.2. Each boat shall comply with the CNCA's Rules and Restrictions, effective September 2023.
- 10.3. All boats, equipment and sails shall be submitted for measurement and weighing at the time of equipment registration. Measurement will be at the discretion of the

Technical Officer of the Cherub Association of NSW. Only after the boat has successfully completed the measurement process, or been deemed to measure by the Technical Officer, will its entry be finalised, allowing it to compete.

- 10.4. Further measurement checks may be performed during the championship at the technical officers' discretion.

11. RACING AREA

- 11.1. Racing areas, changes to course, mark descriptions and any other provisions will be posted as a Notice to Competitors prior to the start of the first race at that venue.
- 11.2. PROHIBITED WATER (WHICH RANKS AS AN OBSTRUCTION) The area of water between registered moorings and the adjacent shoreline shall be considered PROHIBITED WATER (ie. continuing obstruction for the boats that are racing). Boats that enter Prohibited Water are required to exit by the same path they entered. Where it is unsafe or impractical to exit via the same path, the boat shall exit by the most direct path and take a penalty in accordance with RRS 44.1 and Instruction 18, however if the boat gains an advantage from the alternate action it may be disqualified. This amends RRS 44.1.

12. FORMAT AND COURSES

12.1. Sprint Format

The Sprint format will consist of races with a target time of approx 25 minutes duration per race. The races will be sailed back to back, on expiry of the earlier, the time limit or the last finisher or ten minutes after the finish time of the first finisher.

- 12.2. Courses, mark descriptions and any other provisions will be posted as a Notice to Competitors prior to the start of the first race.

13. THE START

- 13.1. Races will be started by using RRS 26.
- 13.2. The starting line will be between a staff displaying an orange flag on the Race Committee vessel at one end and the start mark at the other end.
- 13.3. A boat starting later than 4 minutes after her starting signal will be scored "Did Not Start" without a hearing. This changes RRS A4.

14. THE FINISH

The finishing line will be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and the port end finishing mark.

15. SCORING

- 15.1. Ten (10) races are scheduled for the Series.
- 15.2. Five (5) races are required to constitute a series.
- 15.3. When seven (7) or fewer races have been completed a boat's series score will be the total of her race scores.
- 15.4. When from eight (8) to nine (9) races have been completed a boat's series score will be the total of her race scores excluding her worst score.
- 15.5. When ten (10) races have been completed a boat's series score will be the total of her race scores excluding her two (2) worst scores.
- 15.6. All Division prizes will be awarded based on the ranking of competitors in the overall results.

16. SAFETY

- 16.1. All competitors shall wear personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a national authority or standards organisation and branded in the country of origin or manufacture.
- 16.2. Competitors shall comply with the Navigation Collision Regulations of NSW.
- 16.3. Competitors shall not interfere with inbound or outbound shipping.

To comply with Instructions 20.2 and 20.3, competitors shall keep 200m clear ahead and 30m from the sides and stern of ferries and naval shipping navigating the port, and 500m clear ahead and 30m from the sides of commercial shipping. A NSW Maritime vessel may escort a vessel from a position ahead of the vessel. The Jury may impose a discretionary scoring penalty (DPI) to boats found to have broken this rule which may be up to DSQ or DNE for a second or subsequent infringement.

Attention is drawn the following rules:

RRS 1.2 - Life-saving Equipment and Personal Flotation Devices which reads: "Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions."

RRS 3 - Decision to Race which reads: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

RRS 41 - shall apply when an official safety boat crew assists a boat and/or returns her crews to their boat for safety reasons. The sail number of a boat which receives outside help will be reported to the race committee with details of the incident. The report may be submitted as evidence during a protest.

16.4. Before going afloat all boats shall "Check In" by completing the "Sign On" sheet provided at the race administration desk adjacent to the noticeboard. After returning to shore all boats shall "Check Out" by completing the "Sign Off" sheet provided at the administration desk adjacent to the noticeboard no later than the protest time limit for that day. This includes boats that retire from the race.

16.4.1 Any boats launching from alternative locations must:

- a) Notify the Race Committee prior to 1200 hours of their intention
- b) "Sign On/Sign Off" by texting the sail number, skipper's name and crew's name to the assigned PRO when leaving AND arriving on shore.
- c) Sail past the stern of the Start Boat to notify they are on course.

17. SUPPORT VESSELS

17.1. Support vessels shall be at least 50 metres from any boat which is racing. Such a vessel may only approach a boat inside this distance, with the Race committee's approval.

17.2. There shall be no communication between support vessels and boats from the time of the Preparatory Signal of a race until the competitor has finished in that race.

17.3. The Race Committee may protest boats associated with a support vessel that does not comply with this Notice of Race condition and the relevant Sailing Instruction.

17.4. The Protest Committee may disqualify or impose a scoring penalty to any boats associated with an infringing vessel.

18. TECHNOLOGY

18.1. While on the water, a boat shall not use equipment that facilitates live communication with a third party while racing or in sequence by: making radio transmissions or receiving radio transmissions; mobile telephone technology, or; Wi-Fi and internet based technology, except for equipment provided by the organising authority.

19. PRIZES

19.1. Prizes shall be awarded as follows:

- Open Championship - First Overall
- Handicap Championship: First Overall

19.2. Perpetual trophies will also be awarded to the first overall in Open and Handicap.

19.3. Further prizes may also be awarded at the discretion of the Association.

20. RISK WARNING

Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death.

As an indication, these risks may include, but are not limited to:

- The extremes of weather and sea conditions.
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.

The Cherub Association of NSW, Sydney Flying Squadron and the NSW Roads and Maritime Service also warn participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress. Participants are warned to consider the above risks and all other risks before deciding to participate in any sailing event with the Host Clubs and the Association.

Any participant who considers they have a need for insurance must make their own private arrangements with an insurer.

21. DISCLAIMER

It is the responsibility of owners and skippers to ensure that each boat nominated on the entry form complies with the 'rules' as defined in the RRS.

All competitors who complete the entry form, in doing so, have made a declaration to the Organising Authority that the nominated boat will, at all times while racing, comply with the requirements of Australian Sailing, the Notice of Race and Sailing Instructions, including:

RRS 46.

The Australian Sailing Special Regulations;

Adequate current Third Party Property Liability Insurance and Third Party Personal Liability cover of not less than \$10,000,000 (ten million dollars) for any one incident. All insurance shall be maintained during the period of racing;

The Organising Authority is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment

The person who completes and lodges the entry form with the Organising Authority, warranting to the Organising Authority that he or she will draw to the attention of any person who competes on the yacht, the subject of the entry form in any event conducted by the Organising Authority of the risk warning above; and,

The person who completes and lodges this entry form with the Organising Authority, acknowledging receipt of the risk warning above and releasing the Organising Authority from any claim or liability whatsoever for any harm or personal injury suffered by him, or by any person claiming through him, in any event conducted by the Organising Authority.

All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS3, which states; "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The Cherub Association of New South Wales, Sydney Flying Squadron, Race Committee and other race officials are not responsible for any damage or injury, either afloat or ashore prior to, during or after the event.

It is the responsibility of each individual competitor, supporter and official to ensure they comply with Federal Government, NSW Government, Local Government, Australian Sailing, Cherub Association of New South Wales and each Host Clubs COVID-19 safe plans and restrictions at all times throughout the event. The Race Committee may disqualify or impose a scoring penalty to any boats associated with an infringement under these restrictions.

22. INSURANCE

- 22.1. All helms persons and/or boat owners shall have third party insurance cover of not less than AUD\$10,000,000 or equivalent thereof in any other currency for any accident. All owners/competitors who complete the Entry Form are deemed to have made a declaration that they hold such cover by providing an insurance reference number.
- 22.2. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

23. RIGHT TO USE NAME AND LIKENESS

In participating in the event, a competitor automatically grants to the organising authority, and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still motion pictures and live, taped or filmed television, digital images and other reproductions of him/her during the period of the competition for the said event in which the competitor participates and in all material related to the said event without compensation.

24. REPLACEMENT OF CREW OR EQUIPMENT

- 24.1. During both days of the series a boat shall use one set of equipment only, including one set of sails only.
- 24.2. Substitution of competitors will not be allowed without prior written approval of the race committee. Under no circumstances will a crew change be permitted to suit weather conditions.
- 24.3. Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee in writing at the first reasonable opportunity and are subject to approval.

25. FURTHER INFORMATION

For further information please contact President:

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or refer to the Australian Cherub Website <https://cherub.org.au/>