



SINGAPORE OPEN MATCH RACING SERIES 3 2022

Singapore Sailing Federation
5 November – 6 November
MARINA BAY, SINGAPORE

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
TD: Technical Delegate
[NP]: A boat shall 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 shall not protest another boat for breaking that rule. This changes RRS 60.1(a).
 - 1.4 Personal Floatation Devices (PFDs) RRS 40.1 applies at all times while afloat.
 - 1.5 If there is a conflict between languages the English text takes precedence.
- The event has applied for World Sailing Grade 5. This grading is subject to review by World Sailing. The event may be re-graded when there is a clear reason to do so.

2 SAILING INSTRUCTIONS

The SIs will be available before the event.

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online official notice board which is located at WhatsApp group chat.

3.2 Signals made ashore will be displayed from the pontoon at Custom House.

4 ELIGIBILITY AND ENTRY

4.1 Eight skippers will be invited.

Skippers wishing to receive an invite may register their request with the OA by completing the Express of Interest Form below.

4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of 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 Entry Fee: S\$ 770.40 including of GST

4.5 The skipper shall complete registration, pay any entry fee, arrange the damage deposit of S\$500 and shall ensure that all crew complete crew weighing, all before the first briefing unless extended by the OA.

To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees. Attached below is the online event registration and ticketing website for the event.

https://singaporesailing.eventsmart.com/?post_type=espresso_events&p=5657&preview=true

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 deleted

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 5,6 or 7 (all females). 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 525kg, 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 six SM40 type boats for racing in the event. Each boat will have the following sails: (*Mainsail, Genoa, Jib, Spinnaker*)
- 7.2 Boats will be allocated as decided by the RC. 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 and finishing downwind.
- 7.7 The intended racing area will be at Marina Bay.
- 7.8 (a) Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.
- (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.

The event will consist of the following stages:

(a) First Stage - Round Robin(s)

- (1) Each group /All skippers will sail a round robin.
- (2) The four highest scoring skippers shall qualify for the next stage.

(b) Second Stage - Knock-Out Semi-Finals

- (1) The skipper finishing first in Stage One shall select his 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 Stage.

(c) Third 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.

(d) Fourth Stage – Knock-Out Final

- (1) The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place.

7.9 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 0830hr / 5 November 2022
- (b) Registration from 0830hr to 0930hrs / 5 November 2022
- (c) Crew weighing from 0830 to 0930hr / 5 November 2022
- (d) Practice from date and time until: NA
- (e) First briefing at 0930hr / 5 November 2022
- (f) First meeting with umpires at 0930hr / 5 November 2022
- (g) Opening Ceremony on: NA
- (h) Racing days from 5 November 2022 to 6 November 2022
- (i) Time of the first race each day will be 1030hr
- (j) The latest for an attention signal on the last day of racing will be 1730hr.
- (k) Prize giving on 1800hr 6 November 2022

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

- (a) Initial briefing for skippers.
- (b) Daily briefing, for skippers.
- (c) Prize giving for the final skippers and crews.

9 ADVERTISING

9.1 [NP] Boats shall display advertising chosen and supplied by the organising 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, cooperation with event sponsors and shall behave so as to not bring the event into disrepute.

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

11 [NP] SUPPORT PERSON

11.1 The OA will provide vessels from which coaches may observe racing and communicate with their teams between matches. Individual support person vessels will not be permitted.

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 provide berths for support personnel.

12 [NP] MEDIA, IMAGES, and SOUND

12.1 If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

13 DATA PROTECTION

deleted

14 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**

15 PRIZES

Prizes will be given as follows: Top 3

16 FURTHER INFORMATION

For further information please contact SSF MB sailing.